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February 19, 2008

TO: Members of the MAG Regional Council

FROM: Mayor James M. Cavanaugh, Goodyear, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.

Wednesday, February 27, 2008
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

Dinner - 6:30 p.m.

MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

Please park in the garage underneath the building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions, please call the MAG office.

c: MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
February 27, 2008**

	<u>COUNCIL ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. <u>Executive Director's Report</u> The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information and discussion.
5. <u>Approval of Consent Agenda</u> Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. <u>Approval of the January 30, 2008 Meeting Minutes</u>	5A. Review and approval of the January 30, 2008 meeting minutes.
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TRANSPORTATION ITEMS

*5B. Project List for the Arizona Department of Transportation's Safe Routes to School Program

A total of \$1,100,000 statewide is available for projects through the Arizona Department of Transportation's (ADOT) Safe Routes to School Program. The program provides funding to public and non-profit agencies for projects that improve road safety and encourage more grade K-8 children to walk or bike to their neighborhood schools. In response to the ADOT call for projects announced in November 2007, 18 project applications were submitted to ADOT from the MAG region. The ADOT application review process stipulates that Metropolitan Planning Organizations and Councils of Governments must recommend a ranked list of projects to ADOT by February 28, 2008. The MAG Transportation Safety Committee reviewed all project proposals, and generated a ranked list for consideration by ADOT. The MAG Management Committee recommended the submission of the ranked list. Please refer to the enclosed material.

5B. Approval of the ranked list of projects for submission to the Arizona Department of Transportation for the Safe Routes to School Program.

*5C. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. An administrative modification does not require a conformity determination. In addition, Table D

5C. Approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, the Regional Transportation Plan 2007 Update as appropriate, and a material cost change to the ADOT Program as shown in the attached tables.

notes the material cost change to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by \$500,000 and the construction project for the US-60: I-10 to Loop 101 increased by \$7,500,000. The Transportation Review Committee (TRC) recommended approval of the project changes provided to them at the January 31, 2008 meeting. The MAG Management Committee recommended approval of the changes. This item is on the February 20, 2008 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

***5D. Consultant Selection for the Statewide Transportation Survey**

On December 19, 2007, the MAG Regional Council approved conducting a public opinion survey to measure voter attitudes and preferences in addressing regional and statewide transportation mobility needs, and that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include \$55,000 for the survey. MAG issued a Request for Proposals to develop and conduct an independent, scientifically valid voter opinion survey. In response, six proposals were received. A multi-agency review team reviewed the proposals and recommended to MAG the selection of WestGroup Research to conduct the survey. In addition, the team recommended that if negotiations with WestGroup are not successful, that MAG be directed to negotiate with its second choice, Behavior Research Center. The MAG Management Committee and the Executive Committee recommended approval of the selection. This item is on the February 20, 2008 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5D. Approval of the selection of WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

*5E. The Interstate 10 - Hassayampa Valley Transportation Framework Study

Since May 2006, the Interstate 10-Hassayampa Valley Transportation Framework Study has been underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. In August and September 2007, the Management Committee, the Transportation Policy Committee, and Regional Council were provided a briefing on the results and potential recommendations generated on the project. The Transportation Review Committee and the MAG Management Committee recommended approval of the findings of the Study. This item is on the February 20, 2008 agenda of the Transportation Policy Committee. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5F. MAG Human Services Coordination Transportation Plan 2008 Update

The MAG Human Services Coordination Transportation Plan 2008 Update was developed in collaboration with representatives from 70 agencies, municipalities, companies and residents. The plan addresses progress made since the implementation of the plan in 2007. It also proposes five new strategies. This activity is undertaken in response to a federal requirement affecting all applicants of Section 5310, Section 5316 and Section 5317. The MAG Human Services Technical Committee, the MAG Human Services Coordinating Committee, and the MAG Management Committee recommended approval of the update. Please refer to the enclosed material.

*5G. Interim Appointment of the Vice Chair of the Transportation Policy Committee to Fill the Unexpired Term (June 2008)

In June 2006, Councilwoman Bilsten, Phoenix, was appointed as the Chair of the Transportation

5E. (1) Accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate-10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue; (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and, (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

5F. Approval of the MAG Human Services Coordination Transportation Plan 2008 Update.

5G. Interim appointment of Mayor Marie Lopez Rogers, Avondale, as the Vice Chair of the TPC to fill the unexpired portion of the two-year term (June 2008).

Policy Committee (TPC) and Mayor Keno Hawker, Mesa, was appointed Vice Chair for two-year terms ending in June 2008. Due to term limits, Councilwoman Bilsten was not eligible to run for re-election creating a vacancy in the Chair position for the TPC. To fill this position until June 2008, in January 2008, the Regional Council approved the interim appointment of Mayor Hawker as the Chair of the TPC, leaving the Vice Chair position vacant. MAG has received a letter requesting that Mayor Marie Lopez Rogers, Avondale, receive an interim appointment as Vice Chair to fill the unexpired term (June 2008). In June 2008, the Regional Council would then consider the TPC officer positions for a two year term. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update. The proposed amendment includes new transit projects for the City of Phoenix and a federally-funded pedestrian project for the Town of Gilbert. In addition, an administrative modification includes the repackaging of pre-design, design, and right-of-way projects for Maricopa County improvements to El Mirage Road and changes to the allocation of funding amounts for several City of Scottsdale intersection projects. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. Comments on the conformity assessments are requested by February 22, 2008. Please refer to the enclosed material.

*5I. Resolution to Request the EPA to Provide Sufficient Time for Existing Measures to Take Effect in the Implementation of a More Stringent Eight-Hour Ozone Standard

5H. Consultation

5I. Adoption of a resolution to request the Environmental Protection Agency to provide sufficient time for existing measures to take effect in the implementation of a more stringent eight-hour ozone standard.

On July 11, 2007, the Environmental Protection Agency(EPA) published a proposed rulemaking to revise the eight-hour ozone standard to provide increased public health protection for children and other at risk populations. In Arizona, several business groups have indicated opposition to the adoption of a more stringent standard and have approached MAG regarding our position. As the regional air quality planning agency, MAG believes that it is important to protect public health. Over time, several aggressive measures have been adopted by the Arizona Legislature, local governments, and federal government which have been successful in eliminating violations of the current eight-hour ozone standard and prior one-hour ozone standard. It is important for EPA to place these measures in context with a more stringent standard. The attached resolution would request that EPA provide sufficient time for measures that have already been adopted to take effect in the implementation of a more stringent eight-hour ozone standard. On February 19, 2008, the Executive Committee recommended adoption of the resolution. Please refer to the enclosed material.

GENERAL ITEMS

*5J. Social Services Block Grant Allocation Recommendations

Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for which services should be directed to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities. The MAG Human Services Technical Committee, the MAG Human Services Coordinating Committee, and the MAG Management Committee recommended approval

5J. Approval of the SSBG allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security.

of the SSBG allocation recommendations. Please refer to the enclosed material.

*5K. Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2009 Work Program. The updated draft budget time line and estimated dues and assessments are included in the budget materials. Please refer to the enclosed material.

5K. Information.

*5L. MAG Regional Economic Summary

Changes in a number of economic factors are having a significant impact on the level of activity and fiscal conditions on the State of Arizona and the region. Employment growth has slowed to about one percent, after growing by more than six percent the previous year. The State of Arizona's individual income tax collections are down about one percent year-to-date, with sales (transaction privilege) tax collections slightly down also. Overall, current estimates suggest that the State of Arizona has a shortfall between \$970 million to \$1.15 billion, or roughly 8.5 percent of the State budget. A report compiled by MAG highlights changing conditions in the economy, tax revenues, and commodity and labor costs related to public infrastructure projects. Please refer to the enclosed material.

5L. Information.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Draft Revised MAG Highway Acceleration Policy

At the September 12, 2007 MAG Management Committee meeting, a working group of managers was formed to review and recommend

6. Adoption of the draft revised MAG Highway Acceleration Policy.

revisions to the MAG Highway Acceleration Policy. The working group met on December 5, 2007 and on January 30, 2008. At the January 30, 2008 meeting, the consensus of the working group was to move the draft revised MAG Highway Acceleration Policy forward for consideration and adoption by the Regional Council. The MAG Management Committee recommended approval of the draft revised policy. This item is on the February 20, 2008 agenda of the Transportation Policy Committee. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

7. BQAZ Update and Schedule

In December 2007, the Transportation Policy Committee (TPC) and the Regional Council received an update on the Building a Quality Arizona (BQAZ) planning effort. From these committees, MAG received direction to work cooperatively with the Arizona Department of Transportation and the other regional planning agencies on the framework studies and also to provide ADOT with information describing the transportation challenges facing this region. Staff will provide an update on the schedule to update the Regional Transportation Plan and describe the critical data elements that are needed regarding the transportation challenges facing Arizona. Please refer to the enclosed material.

7. Information and discussion.

GENERAL ITEMS

8. Incarceration of Municipal Prisoners Stakeholders Group Update

On May 9, 2007, the MAG Management Committee formed a Stakeholders Group to examine the Maricopa County bookings and prisoner per diem rates and explore possible options to improve the current system. The Stakeholders Group has reviewed and discussed the recently completed Maricopa County's consultant report on the methodology for calculating the prisoner per diem and booking rates, as well as the other s and presentations. As part of this update, Maricopa County Finance staff and their consultant will review the FY 2009

8. Acceptance of the options developed by the Incarceration of Municipal Prisoners Stakeholders Group.

bookings and per diem rates and the findings of the consultant's report. The MAG Management Committee recommended acceptance of the options. Please refer to the enclosed material.

9. Update on Funding Issues for the MAG 9-1-1 System

The Emergency Telecommunications Services Revolving Fund was established to provide funding to public safety agencies for the purchase and maintenance of telephone equipment necessary to respond to emergency calls. In addition, the fund allocates three percent of the amount to administrative costs or fees for consultant services. (Of this, the State 9-1-1 Office receives two percent, and the MAG 9-1-1 Office shares one percent with the remainder of the state.) Due to the decrease in the monthly rate per phone line over the past three years (37 cents in 2006, 28 cents in 2007, and 20 cents in 2008), the administrative amount has also decreased. In the current legislative session, HB 2381 has been filed to increase the amount for administrative costs from three percent to five percent. This will allow the MAG 9-1-1 Office to retain the staff required for continuous updating of wireless mapping.

Another component of the region's emergency communications is the Community Emergency Notification System (CENS), which telephones residents with warnings and instructions about how they should react to emergency situations in their area. The fund, which has supported CENS since its inception, will be depleted by the end of FY 2008 (June 30, 2008). Both the MAG 9-1-1 PSAP Managers and the MAG 9-1-1 Oversight Team have indicated their support for continuing the CENS program.

On February 13, 2008, the MAG Management Committee recommended support of legislation to increase the percentage allowed for administrative costs from three to five percent and to encourage the Legislature to provide a permanent funding source to continue the Community Emergency Notification System. Please refer to the enclosed material.

9. Support of legislation to increase the percentage allowed for administrative costs from three to five percent and to encourage the Legislature to provide a permanent funding source to continue the Community Emergency Notification System.

10. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

11. Request for Preconstruction Phase Funding and Authorization to Enter into Preconstruction Services Contract with McCarthy Building Companies

In December 2007, the three regional transportation agencies approved the Memorandum of Cooperation and sharing the preoccupancy costs for the Regional Office Center (ROC) with an estimated cap of \$330,000 each. On December 19, 2007, the MAG Regional Council approved the rankings for the design build-team. Staff has since met with the McCarthy Building Companies to discuss the preconstruction services contract. McCarthy, at its initiative, has re-estimated the ROC project using the documentation acquired from the Ryan/RNL team and provided a level of confidence to build the ROC within the Guaranteed Maximum Price (GMP) previously identified for the project. McCarthy has advised that the garage for the project will need to be revised from five to four levels and the media center is being reevaluated. To address the preconstruction phase costs, each agency is being requested to contribute an estimated cap of \$220,000 to cover the preconstruction services contract with McCarthy and anticipated legal, bond counsel and construction manager consulting ongoing costs from January 2008 through June 2008. On February 6, 2008, the METRO and RPTA Management Committees recommended approval of this item to their respective boards which will take place on February 20 and 21, respectively.

In addition to requesting funding for the Preconstruction Phase, MAG is also requesting to authorize the MAG Executive Director to enter into a preconstruction services contract with McCarthy Building Companies which will provide a final GMP for the building and include the right to ownership of the materials produced by the McCarthy team.

10. Information, discussion and possible action.

11. 1) Approve the Amended and Restated Memorandum of Cooperation as revised with no changes, increasing the maximum of shared equal costs among the agencies from \$330,000 to \$550,000 each, including clarification of certain other provisions, and 2) Authorize the MAG Executive Director to enter into a preconstruction services contract with McCarthy Building Companies not to exceed \$500,000, contingent upon approval of the Amended and Restated Memorandum of Cooperation by all of the agencies.

On February 19, 2008, the Executive Committee approved the Amended and Restated Memorandum of Cooperation as revised with no changes and also authorized the MAG Executive Director to enter into a preconstruction services contract with McCarthy Building Companies. Please refer to the enclosed material.

12. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

12. Information.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

January 30, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|---|
| Mayor James M. Cavanaugh, Goodyear, Chair | * Mayor Thomas Schoaf, Litchfield Park |
| * Mayor Mary Manross, Scottsdale, Vice Chair | Supervisor Max W. Wilson, Maricopa |
| # Councilmember Robin Barker, Apache Junction | County |
| Mayor Marie Lopez Rogers, Avondale | Mayor Keno Hawker, Mesa |
| # Councilmember Elaine May for Mayor | Councilmember Brian Cooney for Mayor |
| Bobby Bryant, Buckeye | Ed Winkler, Paradise Valley |
| # Mayor Wayne Fulcher, Carefree | Mayor Bob Barrett, Peoria |
| Vice Mayor Gilbert Lopez for Councilmember | * Vice Mayor Peggy Neely, Phoenix |
| Dick Esser, Cave Creek | Mayor Art Sanders, Queen Creek |
| Mayor Boyd Dunn, Chandler | Vice President Martin Harvier for President |
| Mayor Fred Waterman, El Mirage | Diane Enos, Salt River Pima-Maricopa |
| * President Raphael Bear, Fort McDowell | Indian Community |
| Yavapai Nation | Mayor Lyn Truitt, Surprise |
| Councilmember Jay Schlum for | Mayor Hugh Hallman, Tempe |
| Mayor Wally Nichols, Fountain Hills | * Mayor Adolfo Gamez, Tolleson |
| Mayor Fred Hull, Gila Bend | # Mayor Ron Badowski, Wickenburg |
| * Governor William Rhodes, Gila River Indian | Mayor Michael LeVault, Youngtown |
| Community | Felipe Zubia, State Transportation Board |
| Mayor Steven Berman, Gilbert | * Vacant, State Transportation Board |
| * Mayor Elaine Scruggs, Glendale | * Vacant, Citizens Transportation |
| * Mayor Rebecca Jimenez, Guadalupe | Oversight Committee |

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair James M. Cavanaugh at 5:05 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Cavanaugh noted that Councilmember Robin Barker, Mayor Wayne Fulcher, Mayor Ron Badowski, and Councilmember Elaine May as proxy for Mayor Bobby Bryant, were participating by teleconference. He introduced Councilmember Jay Schlum as proxy for Mayor Wally Nichols, Vice Mayor Gilbert Lopez as proxy for Councilmember Dick Esser, and Councilmember Brian Cooney as proxy for Mayor Ed Winkler.

Chair Cavanaugh introduced a new member to the MAG Regional Council, Mayor Lyn Truitt, Surprise, and presented him with his membership certificate.

3. Call to the Audience

Chair Cavanaugh noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested not to exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. A written statement was submitted for the record by Dianne Barker.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council on activities of general interest.

Mr. Smith reported on the "Don't Trash AZ!" litter campaign, funded by Proposition 400. He said that Mayor Keno Hawker led a group promoting the campaign by distributing recyclable litter bags to travelers at the Sky Harbor Rental Car Center. Mr. Smith stated that the Department of Public Safety recently announced there has been a 25 percent decrease in citations for littering and a 30 percent decrease in citations for unsecured loads.

Mr. Smith stated that the Desert Peaks Awards will be held at the Biltmore Resort on June 25, 2008. He noted that nomination forms were sent out to member agencies and are due March 7, 2008. Mr. Smith added that recommendations for judges are also being requested.

Mr. Smith updated members on the Building a Quality Arizona effort. He reported that ADOT has hired the consultants to conduct the framework studies and a master consultant to direct the effort. Mr. Smith noted that meetings of the effort's Policy Committee, Management Committee and Technical Team have been scheduled. He stated that the Request for Proposals for the public opinion survey, authorized by the Regional Council in December 2007, was advertised. Mr. Smith noted that the deadline for submitting the proposals is January 31, 2008. It is anticipated that a consultant recommendation will be considered at the February MAG meetings of the Management Committee, Transportation Policy and Regional Council.

Mr. Smith provided an update on recent events relevant to the Energy Independence and Security Act, which established a minimum 80 percent federal share for CMAQ funds that could impact the

Transportation Improvement Program. He said that traditionally, MAG had been allowed the flexibility to establish the federal share for CMAQ projects, such as the pave dirt roads at fifty percent federal and fifty percent local match ratio. Mr. Smith advised that if this is not resolved, projects early in the program will need to be reprogrammed. He added that Congressmen Mitchell and Shadegg have been informed of the issue.

Mr. Smith stated that a Management Committee Forum has been scheduled for Friday, March 14, 2008. He said that the Regional Council is being invited to the forum's luncheon, where national speaker, Dr. James Johnson, from the University of North Carolina at Chapel Hill, will address attendees on creating sustainable communities in times of economic and global uncertainty. Chair Cavanaugh thanked Mr. Smith for his report and asked members if they had questions.

Mayor Hawker asked Mr. Smith if some of the 2008 projects could be impacted as a result of the 80 percent federal share for CMAQ funds. Mr. Smith replied that impacts to projects are a definite possibility. He noted that there are some projects that have gone through all of the federal clearances and are at FHWA now awaiting signature. He added that he hoped this could be fixed congressionally.

5. Approval of Consent Agenda

Chair Cavanaugh noted that agenda items #5A through #5I were on the consent agenda.

Chair Cavanaugh noted that no public comment cards had been received for the consent agenda. Chair Cavanaugh asked members if they had any questions or any requests to hear an item individually. Mayor Truitt requested that agenda item #5H be removed from the consent agenda. He stated that the City of Surprise opposes approval of this item because the planning area boundary issue between the City of Surprise and the Town of Buckeye is still unresolved. Mayor Truitt added that the City of Surprise feels Buckeye's planning area includes Surprise's planning area. He advised that Surprise is continuing to work with Buckeye to resolve this issue and Surprise will oppose it until the boundary issue is resolved.

Chair Cavanaugh called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5I. Mayor Hallman moved, Mayor Dunn seconded, and the motion passed unanimously.

5A. Approval of the December 19, 2007 Meeting Minutes

The Regional Council, by consent, approved the December 19, 2007 meeting minutes.

5B. Ratification of Geographic Representative for the Transportation Policy Committee

The Regional Council, by consent, ratified the appointment of Mayor Lyn Truitt, Surprise, to fill the unexpired portion of the geographic balance seat, two-year term (June 2008), on the Transportation Policy Committee. The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes three members selected from areas that need to be represented to achieve geographic balance, with the members selected from and by the under represented geographic area and ratified by the Regional Council. Interstate 17 is used as a boundary in determining geographic balance. The term of office of Mayor Joan Shafer of Surprise, one of the geographic balance

geographic balance. The term of office of Mayor Joan Shafer of Surprise, one of the geographic balance members, ended in December 2007. To fill the unexpired portion of the two-year term (June 2008), a letter of support for Mayor Lyn Truitt, Surprise, was received.

5C. Appointment of City of Phoenix Councilwoman to Serve as the Central City Elected Official on the Transportation Policy Committee

The Regional Council, by consent, appointed Councilwoman Maria Baier as the Central City Elected Official on the Transportation Policy Committee. The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes a central City member (City of Phoenix). When the TPC members were initially appointed in June 2002, the Regional Council appointed the list of committee members. Recently, due to term limits, the current City of Phoenix member on the TPC is vacant. The City of Phoenix has selected Councilwoman Maria Baier to serve as its representative on the TPC.

5D. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG TIP, and Material Change to the ADOT Program

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 MAG TIP, as appropriate, to the Regional Transportation Plan 2007 Update, and a material change to the ADOT Program as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to highway projects in the FY 2008-2012 TIP are listed in Table A, and the administrative modification to transit projects in the FY 2008-2012 TIP is listed in Table B. Since the Transportation Review Committee recommended approval of the list, two additional projects were added: DOT08-841 and TMP08-603. The Management Committee recommended approval of the requested changes. The amendment includes projects that may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. In addition, Table C notes the Material Change to the ADOT Program.

5E. Conformity Consultation

The Maricopa Association of Governments conducted consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of seven federally-funded Hazard Elimination Safety and Transportation Enhancement projects. The amendment also includes one new project and several minor project changes for the Arizona Department of Transportation in FY 2008. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. In addition, MAG is conducting consultation on a conformity assessment for a City of Goodyear project-level conformity determination for a park-and-ride facility located at the northwest corner of Interstate-10 and Dysart Road. Comments on the conformity assessments were requested by January 25, 2008. This item was on the agenda for consultation.

5F. Upcoming Human Services Grant Opportunities

Every year, MAG facilitates two different application processes to support homeless assistance programs as well as agencies that transport older adults and people with disabilities. The application competition for Section 5310 funds to support agencies that transport older adults and people with disabilities has been opened by the Arizona Department of Transportation. The U.S. Department of Housing and Urban Development (HUD) is expected to release the Stuart B. McKinney applications to support homeless assistance programs in the next few months. This item is presented to make member agencies aware of the opportunities for funding and to offer technical assistance throughout the process.

The MAG Continuum of Care Regional Committee on Homelessness submits a consolidated application to the U.S. Department of Housing and Urban Development (HUD) for Stuart B. McKinney funds to support homeless assistance programs. Each year, the region receives record-breaking awards. Last year, the region received more than \$20 million. Typically, new applications are limited by HUD to permanent housing projects that serve chronically homeless people. HUD is expected to release the application in March.

The MAG Elderly and Persons with Disabilities Transportation Program Committee prepares a priority listing of applications for the Arizona Department of Transportation (ADOT) for Section 5310 funds. This funding source provides vans, radio equipment, and software to nonprofit agencies, municipalities and tribes transporting older adults and people with disabilities. Last year, mobility management funds were made available for the first time to assist agencies in coordinating programs. The due date for the applications was February 11, 2008 at noon. This item was on the agenda for information.

5G. Discussion of the Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is presented in a videoconference presentation in February, reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments for FY 2009 provides an opportunity for early input into the development of the Work Program and Budget. The draft Dues and Assessments document is footnoted for your information. The population numbers used in the draft Dues and Assessments calculation were updated using the most recently approved population estimates for 2007 as indicated on the draft Dues and Assessments for FY 2009, Attachment A. The Solid Waste Planning Assessment discussed in footnote (b) remains unchanged from FY 2006, 2007, and 2008 at \$10,000 with no anticipated additional program activity for Solid Waste Planning during FY 2009. The information in footnotes (c), (d) and (f) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the Maricopa County portion of the population calculation, respectively. The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the uncertainty of economic conditions, MAG staff is proposing no increase in draft Dues and Assessments for FY 2009. The recommended overall total for the draft Dues and Assessments remains the same as FY 2008, with changes for individual members because of population shifts. This item was on the agenda for information.

5I. Ratification of the Annual Performance Review and Compensation of the MAG Executive Director

The Regional Council, by consent, ratified the action of the Executive Committee to increase the MAG Executive Director's salary. In January 2003, the Regional Council approved an agreement to hire the current Executive Director. As part of this agreement, it was provided that the Executive Director would receive an annual performance review conducted by the Executive Committee. As part of the evaluation, in November 2007, a questionnaire was sent to the members of the Regional Council to comment on the performance of the Executive Director. On January 14, 2008, the Executive Committee reviewed the comments from the Regional Council, discussed the performance of the Executive Director, and took action to increase the salary of the Executive Director. The action of the Executive Committee was presented to the Regional Council for ratification.

5H. MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye

This item was removed from the consent agenda.

Chair Cavanaugh requested that a staff briefing be provided to the Council. Julie Hoffman, MAG Environmental Planner, stated that the Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to incorporate the changes outlined in the Comprehensive Amendment for the Town of Buckeye. She explained that the amendment proposes 18 wastewater treatment facilities to serve the Town of Buckeye Municipal Planning Area (MPA). Ms. Hoffman stated that the proposed capacity for the Town of Buckeye MPA would be 241.2 million gallons per day at buildout. She noted that the Town plans to maximize opportunities for reuse and recharge of treated effluent and may also obtain discharge permits.

Ms. Hoffman noted that the project is within three miles of the towns of Gila Bend and Wickenburg, cities of Glendale, Goodyear, and Surprise, and unincorporated Maricopa County. She advised that five of the six entities have indicated no objections. Ms. Hoffman stated that the City of Surprise has indicated that it opposes this plan due to a boundary issue. She noted that a public hearing on the draft amendment was conducted on December 13, 2007. Ms. Hoffman stated that the MAG Water Quality Advisory Committee and the MAG Management Committee have recommended approval of the Draft 208 Plan Amendment.

Anubhav Bagley, MAG Socioeconomic Modeling Program Manager, said that staff checked the records for the Municipal Planning Area (MPA) boundaries for the Town of Buckeye and found they were changed in 1990. Mr. Bagley stated that since then, the boundaries have been used for socioeconomic projections in 1993, 1997, 2003, and 2007. He advised that MAG staff could work with the City of Surprise, the Town of Buckeye, and the County to see if the boundary needs to be changed. The area currently being contested by Surprise has been the same since 1990.

Chair Cavanaugh asked the location of the boundary in dispute. Mr. Bagley replied that it is south of Cloud Road, on the eastern edge of Buckeye. Chair Cavanaugh asked the size of the area. Mr. Bagley explained that the area being contested is divided into two parts, one that is currently in the Buckeye MPA and the other currently in the County MPA because Buckeye, Surprise, and Wickenburg currently are planning for it.

Chair Cavanaugh asked Mayor Truitt if he was requesting that the Regional Council withdraw this item from the agenda. Mayor Truitt replied that the City of Surprise did not want to delay action, it just wanted to go on record as opposing approval since the boundary issue had not yet been resolved.

Supervisor Wilson requested clarification that there were two existing water companies, Balterra and Global, being developed in the area and if this would affect them. Ms. Hoffman stated that they are located farther west, outside of the Buckeye MPA boundary.

Mayor Hallman moved approval of the MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye. Mayor Dunn seconded.

Mayor Hawker requested clarification of the difference between a planning area, an annexed area, and state trust land to be developed, and how that works through MAG. He said that even though this issue is not directly related, it is currently taking place with Queen Creek, Mesa, and Apache Junction on state trust land and many people have questions. Mr. Bagley replied that the MPA represents the area of planning concern for a jurisdiction and is the boundary of land area for a municipality for future planning. Mayor Hawker asked if the same area could be planned simultaneously by more than one entity. Mr. Bagley replied that was correct. He explained that the incorporated area is where a city is now. The planning area concept was created primarily for use in socioeconomic projections. Mr. Bagley advised that if staff find that more than one municipality is planning for the same area, they try to work with the county and involved jurisdictions to determine the entity planning for that area. He added that when no conclusion is reached, they leave that area to the County planning area. Mr. Bagley stated that the municipal planning areas come from general plans, which lay out the planning area of a municipality.

Mayor Hawker asked if that was the situation with this area. Mr. Bagley replied that this area was in the Buckeye general plan since 1990. In 2006, Surprise general plan amendments included this area in their planning area. Mr. Bagley stated that since then, staff has been working with the two cities to resolve this issue.

Mayor Hawker asked if two cities could have the same planning area in their general plans. Mr. Bagley replied that they could do this legally, but for defining the MPA, if no resolution can be reached, then the overlap goes into the County.

Mayor Hallman stated that the ability to plan this way legally is the problem. He commented that those types of conflicts need to be resolved to reduce the waste of resources.

Mayor Hawker asked which body decides between the cities that they have the resources to be successful. Mr. Smith stated that MAG does not go to that level of detail. However, because this issue has been a recurring one, as the 2007 projections were considered through the MAG process, this was specifically called out in the MPA boundary action.

With no further discussion, the vote on the motion passed, with Mayor Truitt voting no.

6. MAG Federal Funding Process Update

Eileen Yazzie, MAG Transportation Program Manager, addressed the Council on the MAG Federal Fund program that utilizes Congestion Mitigation and Air Quality funds (CMAQ). Ms. Yazzie stated that a competitive application process is conducted annually for PM-10 certified street sweepers, pave unpaved road projects, bicycle projects, pedestrian projects, and Intelligent Transportation Systems (ITS) projects. Ms. Yazzie advised that other funds are available, and they are programmed through the life cycle process.

Ms. Yazzie stated that projects funded with federal funds have strict requirements for design, environmental, right of way, and the bid process. She advised that construction projects require at least 18-24 months of prior clearance work, and there is a federal requirement to spend funds authorized that year through closeout.

Ms. Yazzie then reviewed the annual schedule related to federally funded projects. She said that from August to January, the competitive application process is conducted through the MAG committee process, followed by the MAG closeout process that is conducted through the MAG committee process from March to July. Ms. Yazzie stated that from February to June, the new TIP is modeled for transportation and air quality, and its approval is considered through MAG committee process. Ms. Yazzie reviewed the allocation of MAG federal funds in the Regional Transportation Plan by mode.

Ms. Yazzie stated that a need was demonstrated to have a review of the process for federal funds, including the closeout process and the MAG federal fund program. She said that a Working Group has been meeting to familiarize member agency staff with the funding process and to discuss improvements that might be made to the process. The goal of the process is to ensure that it is consistent with the provisions of the guidance provided by the Federal Highway Administration and is clearly articulated to the MAG member agencies. Chair Cavanaugh thanked Ms. Yazzie for her presentation. No questions from the Council were noted.

7. Programming of Projects for MAG Federal Funding in the Draft FY 2009-2013 MAG Transportation Improvement Program

Ms. Yazzie addressed the Regional Council on the projects recommended for MAG federal funds for FY 2009, FY 2010, and FY 2013. She explained the process for project submission and review and recommendation through the MAG committee process.

Ms. Yazzie stated that four categories are programmed with CMAQ funds: bicycle and pedestrian, arterial and ITS projects, paving unpaved roads, and other air quality projects. She noted projects submitted for evaluation: 17 bicycle/pedestrian projects were submitted for FY 2013 CMAQ funds, with 12 recommended by the Bicycle and Pedestrian committee; Seven Arterial/ITS projects were submitted for FY 2009 CMAQ funds, with seven recommended by the ITS Committee; 17 ITS projects were submitted for FY 2013 CMAQ funds, with 15 recommended by the ITS Committee; Six paving unpaved roads projects were submitted for FY 2010, with four projects recommended by the Transportation Review Committee; Six air quality projects were submitted for FY 2013 funds, with six recommended by the Air Quality Technical Advisory Committee. Chair Cavanaugh thanked Ms. Yazzie for her report.

He noted that no public comment cards had been submitted for this item. Chair Cavanaugh asked members if they had any questions or comments.

Mayor Waterman stated that the City of El Mirage participated in this year's programming process. He indicated that he would vote to support this item, but he wanted to report what the City experienced during the process. Mayor Waterman stated that El Mirage expected considerably more than it received from the technical committees. He stated that he and other city representatives went to Mr. Smith and MAG staff to see what options might be available. Mayor Waterman noted that the committees' policies did not leave them many options to overturn the decision. He stated that he understood that MAG is working toward clarifying the policies. Mayor Waterman expressed his appreciation to MAG staff, especially Mr. Smith, for helping and working with the City of El Mirage.

Mayor Hallman moved approval of the projects listed in the attached table to be added to the MAG Federal Fund Program and to be added to the Draft FY 2009-2013 MAG Transportation Improvement Program. Mayor Lopez Rogers seconded, and the motion carried unanimously.

8. Interim Appointment of the Chair of the Transportation Policy Committee to Fill the Unexpired Term (June 2008)

Chair Cavanaugh stated that in June 2006, the MAG Regional Council appointed Councilwoman Peggy Bilsten, City of Phoenix, as the Chair of the Transportation Policy Committee for a two-year term ending in June 2008. Due to term limits, Councilwoman Bilsten was not eligible to run for re-election creating a vacancy in the Chair position for the TPC. Chair Cavanaugh said that to fill this position until June 2008, the interim appointment of the Chair of the TPC was requested. He added that in June 2008, the Regional Council would then consider the TPC officer positions for two year terms.

Mayor Hallman stated that Mayor Hawker was recognized as a person who has served transportation well in the region. He asked Mayor Hawker if he would be willing to serve until the end of the term. Mayor Hawker indicated his willingness to serve as the Chair of the TPC until the end of the term in June 2008. He advised that he is term-limited and his elected office would end on June 2, 2008.

Mayor Hallman moved the interim appointment of Mayor Hawker to the Chair of the TPC to fill the unexpired portion of the two-year term (June 2008). Mayor Truitt seconded.

It was noted that in the absence of a Vice Chair or Chair, by default, the duties of chairing TPC meetings would fall to the immediate past chair, which would be Mayor Elaine Scruggs.

Mayor Barrett asked why the Vice Chair position was not being elected at the same time.

Mayor Hallman noted that he could not amend the motion because filling the Vice Chair position was not in the scope of the requested action. Fredda Bisman, MAG General Counsel, stated that this was correct, the Vice Chair position was not agendized for action tonight.

Mayor Dunn expressed his understanding of the desire to cover all bases, but the term remaining was for a very short period of time. He commented that the main focus should be those being elected in June. Mayor Dunn expressed his support for Mayor Hawker to complete the term of office.

Mayor Berman commented that in most organizations, when the chair vacates his office, the vice chair automatically assumes the chair duties.

Mr. Smith noted that the Vice Chair position was not specified in the TPC composition and concepts approved by the Regional Council. He stated that the approved concepts call for a chair, but do not mention a vice chair. When the Regional Council made the chair appointment in July 2002, the Regional Council decided they wanted to have a vice chair as well. Mr. Smith stated that historically, the TPC has had a chair and vice chair, and nothing is mentioned about the vice chair automatically moving up to Chair. He stated that one of MAG's upcoming goals is to get these types of rules pertaining to committees in writing. Mr. Smith advised that a lot of the MAG technical committees do not have vice chairs and it would be beneficial to fill those positions.

Mayor Barrett asked if there was any objection to an interim appointment of a Vice Chair next month. Mayor Hallman stated that part of the discomfort is that the protocol which has been followed is not written down.

The vote on the motion passed unanimously.

9. MAG Human Services Resource Assessment Project

Mayor Lopez Rogers, Chair of the MAG Human Services Coordinating Committee, presented the MAG Human Services Resource Assessment Project Report to the Council for approval. She stated that work began on this project one year ago to provide a tool for developing human services policy and programs. While further research is needed to determine specific programs, this project offers an important starting point for human services planning.

Mayor Lopez Rogers stated that this project offers an index to measure human services demand. She commented that when funding decreases, the demand for human services increases. Mayor Lopez Rogers stated that the demand is mapped out on maps for each of the indicators included in the index. She advised that this project is the first of its kind in the country, and with this tool, they have an opportunity to proactively plan for needs as they unfold. Mayor Lopez Rogers added that upon approval, the report will be distributed to MAG member agencies, committee members and community partners. Mayor Lopez Rogers commended MAG staff, who worked very hard this year on this impressive and detailed report.

Mayor Lopez Rogers introduced Brande Mead, MAG Human Services Planner, who provided additional detail about the project. She said that the index to measure the demand for human services is based on five indicators. The indicators include foreclosure rates, population, older adults accessing state services, families receiving welfare and check cashing stores. Ms. Mead stated that all five indicators are mapped by zip code. She noted that they needed to use zip codes rather than census tracts because not all of the indicator data were available by census tract.

Ms. Mead stated that Community Action Program offices and service delivery areas were also mapped. These were chosen because very often they represent the first point of contact for people needing assistance. Ms. Mead expressed her appreciation to the MAG Human Services Coordinating Committee, particularly Mayor Lopez Rogers, for their efforts on this project.

Mayor Hallman moved approval of the MAG Human Services Resource Assessment Project. Mayor Hawker seconded, and the motion carried unanimously.

10. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He advised that no positions on any legislation had yet been recommended, and work will continue with the Intergovernmental Representatives toward recommended positions. Mr. Pryor added that input on legislative issues from the Regional Council was welcome.

Mr Pryor stated that House Bill (HB) 2091, in which state or county transportation plans that are submitted for voter approval must appear on the ballot with each mode of transportation and its costs clearly delineated and voters must be allowed to vote yes or no on each transportation mode separately, will continue to be monitored.

Mr. Pryor explained that HB 2381 is a bill that deals with the 9-1-1 fund. The bill says that the amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services would increase from three percent to five percent of the amount deposited into the fund annually. Mr. Pryor provided some background on the fund, which is funded by the monthly tax paid on wireline and wireless telephones. He said that due to the decrease in the monthly rate per phone line over the past three years (37 cents in 2006, 28 cents in 2007, and 20 cents in 2008), the administrative amount has also decreased, thus making it difficult to meet administrative costs. Mr. Pryor noted that increasing the percentage will alleviate the burden.

Mr. Pryor also reported on the state budget. He stated that due to the state facing challenges with the budget, the remedy proposed by the Chair of the Appropriations Committee for the shortfall of 2008 and 2009 will impact the Highway Users Revenue Fund (HURF). Mr. Pryor reported that the impact is a \$51 million decrease in 2008 for cities and counties, and is projected to be much the same impact for 2009. He advised that the impact to ADOT in 2008 is about \$55 million in highway funding, and will probably be about the same for 2009. Mr. Pryor stated that this will continue to be monitored.

Mr. Smith said that staff heard that HB 2091 was going to be held by Chair Biggs. He stated that the transportation budget is going in reverse by shifting money from transportation to the Department of Public Safety. Mr. Smith stated that MAG had worked on this issue before and thought it had been resolved, however, due to the dire situation in the budget, the legislators are going back to the HURF revenue source.

Chair Cavanaugh noted Senate Bill 1042 sponsored by Senator Harper regarded ADOT issuing a Request for Proposals for toll roads between Loop 303, 75th Avenue, and Prescott. He asked for clarification that this was not included Proposition 400. Mr. Pryor replied that was correct. Chair

Cavanaugh stated there were some items in Building A Quality Arizona that were discussed at the Legislature that are coming to fruition in HB 2593.

11. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

There being no further business, the Regional Council meeting adjourned at 6:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

Project List for the Arizona Department of Transportation's Safe Routes to School Program

SUMMARY:

Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles.

This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Federal Safe Routes to School (SRTS) Program, established in SAFETEA-LU, is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available, through state Departments of Transportation for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

To this end, the Safe Routes to School Program was created to accomplish three goals: 1) to enable and encourage children, including those with disabilities, to walk and bicycle to school; 2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution near schools. The program hopes to accomplish this by providing funds for schools and communities to implement infrastructure projects (such as sidewalk improvements, trails, and 'traffic calming') and non-infrastructure projects (such as education campaigns, safety training, law enforcement efforts, and promotional giveaways).

The Arizona Department of Transportation (ADOT) is administering the state's Safe Routes to School Program and announced the second cycle/call for projects in November 2007. Awards in this cycle will be made to both infrastructure and non-infrastructure safety improvement projects. A total of \$850,000 has been made available by ADOT for infrastructure-based projects, with the maximum award for a single project limited to \$250,000. A total of \$250,000 has been made available for non-infrastructure projects, with the maximum award for a single project limited to \$45,000. Safe Routes to School is a reimbursement program. Selected applicants will be entitled to request reimbursements from ADOT for an amount agreed upon at the time of selection.

The ADOT application review process stipulates that Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) must provide ADOT with a ranked list of project applications from their regions as the MPO/COG recommendation. This ranking will be considered when all applications are reviewed as part of the statewide selection process. A total of 19 infrastructure project applications

and 16 non-infrastructure project applications have been received by ADOT. The MAG region has generated eight infrastructure project applications and ten non-infrastructure project applications (see Attachment One). The project selection by ADOT is expected to be finalized by March 2008.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The successful implementation of Safe Routes to School programs, projects and activities across the MAG region is likely to lead to more kindergarten through eighth grade students walking and bicycling to their schools, a safer road traffic environment on school access routes for all pedestrians and bicyclists.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: Since this is a new national program, with funds for safety improvement projects to be made available each year by ADOT, there is a potential need for future staff resources to administer School Traffic Safety Programs at MAG member agencies.

ACTION NEEDED:

Approval of the ranked list of projects for submission to the Arizona Department of Transportation for the Safe Routes to School Program.

PRIOR COMMITTEE ACTIONS:

On February 13, 2008, the MAG Management Committee recommended approval of the ranked list of projects for submission to the Arizona Department of Transportation for the Safe Routes to School Program.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
Matthew Busby for George Hoffman,
Apache Junction
Jeanine Guy, Buckeye
Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Dr. Spencer Isom for B.J. Cornwall,
El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
* Kate Zanon, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
Brian Dalke, Goodyear

Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
* Frank Fairbanks, Phoenix
Patrick Flynn for John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Kwi-Sung Kang for Victor Mendez, ADOT
Kenny Harris for David Smith,
Maricopa County
Bryan Jungwirth for David Boggs,
Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

The MAG Transportation Safety Committee conducted a detailed review of all 18 project applications and unanimously approved recommendation of the two ranked lists of proposed projects as shown in Attachment One, at their January 22, 2008 meeting.

MEMBERS ATTENDING

- | | |
|---|--|
| Kerry Wilcoxon, City of Phoenix, Chairman | Jennifer Brown, FHWA |
| Linda Gorman, AAA Arizona | * Chris Lemka, City of Glendale |
| Tom Burch, AARP | Julian Dresang, City of Tempe |
| Kohinoor Kar for Reed Henry, ADOT | Amy Lattimer for Linda Mendyka, Governor's |
| * Doug Dobson, City of Apache Junction | Office of Highway Safety |
| ** TBD, ASU | Ernest Rubi for Chris Plumb, Maricopa County |
| Kelly LaRosa, City of Avondale | Renate Ehm, City of Mesa |
| Martin Johnson, City of Chandler | * William Mead, Town of Paradise Valley |
| Lt. Mike Lockhart, DPS | * Jamal Rahimi, City of Peoria |
| Stephanie Prybyl for Ken-Ichi Maruyama, | Paul Porell, City of Scottsdale |
| Town of Gilbert | Carol Ketcherside, RPTA |
| Hugh Bigalk for Luke Albert, City of Goodyear | Robert Maki, City of Surprise |
- * not present
** TBD Appointment pending

CONTACT PERSON:

Sarath Joshua, MAG, (602) 254-6300.

(1) Recommended List of Non-Infrastructure SRTS Projects

Rank	Project Name	Lead Agency	\$ Requested
1	Safe Routes to School 5E's Program Development Project	Town of Gilbert	\$ 45,000.00
2	Banner Children's Injury Prevention Program	Banner Children's Hospital	\$ 45,000.00
3	Walk and Roller - John F Kennedy, C,O, Greefield, Houston Elementary	Maricopa County Dept of Health	\$ 43,958.00
4	Safe, Healthy and Active Schools Project - Salt River Elementary	SRPMC School	\$ 19,613.00
5	Walk/Bike to School Encouragement Program - Coyote Hills, Sky View, Terramar, West Wing, Oakwood Elementary	City of Peoria	\$ 15,000.00
6	Safe Routes to School Parent Involvement Program Project - Dream Summit, Barbara B. Robey, Scott L. Libby, Nadaburg, Aguilar, Fuller Elementary	Arizona Parents and Teachers Association	\$ 42,336.00
7	Walking School Bus Program - Michell Elementary	Isaac School District	\$ 14,480.00
8	Mountain View On the Move Project - Mountain View Elementary	Mountain View & Washington Elementary Schools	\$ 44,100.00
9	Safe Routes to School Coordinator	City of Scottsdale	\$ 40,500.00
10	Safe Routes to School Program	SABIS International School of Phoenix	\$ 45,000.00

(2) Recommended List of Infrastructure SRTS Projects

Rank	Project Name	Lead Agency	\$ Requested
1	Knox Road Traffic Calming-Knox Elementary School	City of Chandler	\$243,972.24
2	School Crosswalk Enhancement-Michael Anderson, Garden Lakes, Rancho Santa Fe Schools	City of Avondale	\$219,746.00
3	Sidewalk & Crossing Improvement-Chaparral, Gilbert and Greenfield Elementary schools	Town of Gilbert	\$249,220.00
4	Salt River's Safe and Active Schools Infrastructure Project-Salt River Elementary School	SRPMC School	\$245,282.40
5	Sidewalk for Mitchell School's Safe Route	City of Phoenix	\$250,000.00
6	Adobe Road Complete Streets project-Entz Elementary School	City of Mesa	\$250,000.00
7	Vulture Peak Crossing-Vulture Peak Middle School	Town of Wickenburg	\$ 13,250.00
8	Hassayampa Elementary School Project	Town of Wickenburg	\$136,100.00

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007.

Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. In addition, Table D notes the material cost changes to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by \$500,000 and the construction project for the US-60: I-10 to Loop 101 increased by \$7,500,000.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination, but a consultation process will be followed to confirm this.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with all MAG guidelines.

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, the Regional Transportation Plan 2007 Update as appropriate, and a material cost change to the ADOT Program as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: The Transportation Policy Committee meets on February 20, 2008. An update of the action taken at Transportation Policy Committee will be provided at the Regional Council meeting on February 27, 2008.

Management Committee: On February 13, 2008, the Management Committee unanimously recommended approval of an administrative modification to the FY 2008-2012 Transportation Improvement Program, the FY 2008 Arterial Life Cycle Program, to the Regional Transportation Plan 2007 Update as appropriate, and a material cost change to the ADOT Program as shown in the attached tables.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
Matthew Busby for George Hoffman,
 Apache Junction
Jeanine Guy, Buckeye
Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Dr. Spencer Isom for B.J. Cornwall,
 El Mirage
Alfonso Rodriguez for Phil Dorchester,
 Fort McDowell Yavapai Nation
* Kate Zanon, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian
 Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
Brian Dalke, Goodyear
Mark Johnson, Guadalupe

Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
* Frank Fairbanks, Phoenix
Patrick Flynn for John Kross,
 Queen Creek
Bryan Meyers, Salt River Pima-Maricopa
 Indian Community
Jim Rumpeltes, Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Kwi-Sung Kang for Victor Mendez, ADOT
Kenny Harris for David Smith,
 Maricopa County
Bryan Jungwirth for David Boggs,
 Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee (TRC): On January 31, 2008, the TRC unanimously recommended approval of an administrative modification to the FY 2008-2012 Transportation Improvement Program, the FY 2008 Arterial Life Cycle Program, as appropriate, and to the Regional Transportation Plan 2007 Update, as shown in the attached tables.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
* ADOT: Dan Lance
Avondale: David Fitzhugh
* Buckeye: Scott Lowe
Chandler: Patrice Kraus
* El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer

Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Mike James for Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Burton Charron for David Moody
Queen Creek: Mark Young
RPTA: Bryan Jungwirth

* Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

Scottsdale: David Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
* Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott
* Street Committee: Darryl Crossman

* Pedestrian Working Group: Eric Iwersen
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

Pedestrian Working Group & the Regional Bicycle Task Force : On January 15, 2008, the Pedestrian Working Group and Regional Bicycle Task Force Committee recommended approval of project changes to CHN11-710, CHN08-606, and PHX07-310.

MEMBERS ATTENDING

* Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
* Bruce Meyers, ADOA Gen. Services
Michael Sanders, ADOT
Brian Fellows, ADOT
Michael Eagan, ASLA, Arizona Chapter
Margaret Boone-Pixley, Avondale
Michael Normand, Chandler
Rich Rumer Coalition for AZ Bicyclists
Mark Smith, El Mirage
* Steve Hancock, Glendale

* Farhad Tavassoli, Goodyear
Michael Carsonis, Litchfield Park
Peggy Rubach, Maricopa County
* Jim Hash, Mesa
Brandon Forrey, Peoria
Katherine Coles, Phoenix
Briana Leon, Phoenix
Mike Roche, Queen Creek
* Randi Alcott, RPTA
Reed Kempton, Scottsdale
Eric Iwersen, Tempe
Lance Ferrell, Surprise

*Members neither present nor represented by proxy.
^Attended via audio-conference

CONTACT PERSON:

Eileen O. Yazzie, (602) 254-6300.

PROJECT CHANGE SHEET
Regional Council, February 19, 2008

Table A
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN11-706	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	2011	0.25	CMAQ	\$ 150,500	\$ 64,500		\$ 215,000	Amendment: Delete from 08-12 MAG TIP
AVN11-706AC	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Advance construct sidewalk and landscaping	2008	0.25	Local	\$ -	\$ 215,000		\$ 215,000	Amendment: Add to 08-12 MG TIP (reprogram project into advance construct and repayment)
AVN11-706FIN	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Repayment for advance construction of sidewalk and landscaping	2011	0	CMAQ	\$ 150,500	\$ (150,500)		\$ -	Amendment: Add to 08-12 MG TIP (reprogram project into advance construct and repayment)
CHN110-07D	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvement	2008	0.25	RARE	\$ 487,000		\$ 340,000	\$ 827,000	Admin Mod: Reduce Regional Cost
CHN11-710	Chandler	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	2008	0.3	CMAQ	\$ 117,000	\$ 271,000	\$ -	\$ 388,000	Admin. Mod: Changed year of work from 2011 to 2008 (reprioritized with available funds for CHN08-606)
CHN08-606	Chandler	Consolidated Canal multi-use pathway at Germann and Pecos Rds	Install two pedestrian actuated signals (phase I)	2011	0	CMAQ	\$ 147,400	\$ 229,600	\$ -	\$ 377,000	Admin Mod: Changed year of work from 2008 to 2011 (reprioritized with available funds for CHN11-710)
GLB08-801	Gilbert	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian improvements	2008	1	STP-TEA	\$ 90,000	\$ 500,000	\$ -	\$ 590,000	Amendment: Add project to the TIP
PHX07-310	Phoenix	24th St: Chipman to Roeser Rd	Improve pedestrian facilities	2008	0.2	CMAQ	\$ 1,889,577	\$ 500,000	\$ -	\$ 2,389,577	Admin Mod: Decrease length of project from 1.0 to 0.2 miles because of rising ROW costs, material costs, and environmental issues. Other city and developer improvements have been completed in the original area.
MMA110-08P	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2008	6	RARE	\$ 467,000	\$ -	\$ 1,088,000	\$ 1,555,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-08RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (1 of 4)	2009	6	RARE	\$ 496,000	\$ -	\$ 1,158,000	\$ 1,654,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-09D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2009	6	RARE	\$ 168,000	\$ -	\$ 391,000	\$ 559,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-09RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (2 of 4)	2010	6	RARE	\$ 3,820,000	\$ -	\$ 896,000	\$ 4,716,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-10D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2010	6	RARE	\$ 763,000	\$ -	\$ 1,781,000	\$ 2,544,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-10RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (3 of 4)	2011	6	RARE	\$ 6,826,000	\$ -	\$ -	\$ 6,826,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-11D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2011	6	RARE	\$ 2,035,000	\$ -	\$ -	\$ 2,035,000	Amend: Delete Project. Project has been segmented/repackaged.*

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MMA110-12D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2012	6	RARF	\$ 509,000	\$ -	\$ -	\$ 509,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-12RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (4 of 4)	2012	6	RARF	\$ 6,898,000	\$ -	\$ -	\$ 6,898,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA08-815	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2008	2	RARF	\$ 177,429	\$ -	\$ 414,000	\$ 591,429	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA09-820	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	2	RARF	\$ 281,143	\$ -	\$ 656,000	\$ 937,143	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-615	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (1 of 2)	2010	2	RARF	\$ 2,351,091	\$ -	\$ 1,158,000	\$ 3,509,091	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-616	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2010	2	RARF	\$ 600,000	\$ -	\$ 200,000	\$ 800,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-617	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2010	3	RARF	140571	0	\$ 328,000	468571	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-821	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (2 of 2)	2011	2	RARF	\$ 1,819,152	\$ -	\$ 896,000	\$ 2,715,152	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-822	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (1 of 3)	2011	2	RARF	\$ 1,990,500	\$ -	\$ -	\$ 1,990,500	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2011	2	RARF	\$ 3,750,000	\$ -	\$ 1,250,000	\$ 5,000,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA12-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2012	2	RARF	\$ 1,236,000	\$ -	\$ 412,000	\$ 1,648,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA12-824	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (2 of 3)	2012	2	RARF	\$ 9,289,000	\$ -	\$ -	\$ 9,289,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
SCT08-805	Scottsdale	Shea Blvd at Via Linda St	Advance design of intersection improvement	2008	0.2	Local	\$ 100,000			\$ 100,000	Amendment: Add project to the TIP
SCT08-806	Scottsdale	Shea Blvd at Via Linda St	Advance construction of intersection improvement	2008	0.2	Local	\$ 1,250,000			\$ 1,250,000	Amendment: Add project to the TIP

* The pre-design, design, and right of way work associated with El Mirage Rd: Northern Ave to Bell Rd has been segmented. The addition of ten new pre-design, design, and right of way projects associated with El Mirage Rd: Thunderbird to Bell is part of the repackaging of the original El Mirage Rd: Northern Ave to Bell Rd. The other segment work will occur after 2012 and is not included in this TIP.

Table B FY2008 Arterial Life Cycle Program - Administrative Modification											
PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-ELM-20-03	Maricopa County	El Mirage Rd: Thunderbird to Bell	Construct roadway improvement	2015	2	RARF	\$ 2,174,857		\$ 1,348,000	\$ 3,522,857	Changed Regional Cost by \$1,000.
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvements	2021	0.6	RARF	\$ 1,500,000		\$ 3,500,000	\$ 5,000,000	Consolidation of 3 Existing Projects: ACI-SHA-20-03-A, ACI-SHA-20-03-B, ACI-SHA-20-03-C

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-SHA-20-03-A	Scottsdale	Shea at 90th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of Intersection Improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-B	Scottsdale	Shea at 92nd St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of Intersection Improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-C	Scottsdale	Shea at 96th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of Intersection Improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for design of Intersection Improvement	2021	0.6	RARF	\$ 120,000		\$ 280,000	\$ 400,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.6	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for construction of intersection improvement	2021	0.6	RARF	\$ 1,350,000		\$ 3,150,000	\$ 4,500,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda St (Phase I)	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda St (Phase I)	Reimbursement for construction of intersection improvement	2021	0.2	RARF	\$ 138,000		\$ 322,000	\$ 460,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda St (Phase I)	Reimbursement for construction of intersection improvement	2022	0.2	RARF	\$ 237,000		\$ 553,000	\$ 790,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 102nd/124th St	Reimbursement for design of intersection improvement	2022	0.2	RARF	\$ 27,000		\$ 63,000	\$ 60,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 102nd/124th St	Reimbursement for right-of-way acquisition for intersection improvement	2022	0.2	RARF	\$ 24,000		\$ 56,000	\$ 80,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 102nd/124th St	Reimbursement for construction of intersection improvement	2022	0.2	RARF	\$ 105,000		\$ 245,000	\$ 350,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 15,000		\$ 35,000	\$ 50,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for construction of intersection improvement	2021	0.2	RARF	\$ 105,000		\$ 245,000	\$ 350,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for design of intersection improvement	2022	1	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for construction of intersection improvement	2022	1	RARF	\$ 126,000		\$ 294,000	\$ 420,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for improvements at various locations	2022		RARF	\$ (961,000)		\$ 961,000	\$ -	Change allocation of funding amounts in ALCP
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for improvements at various locations	2023		RARF	\$ (3,525,000)		\$ 3,525,000	\$ -	Change allocation of funding amounts in ALCP

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for improvements at various locations	2024		RARF	\$ (12,134,000)		\$ 12,134,000	\$ -	Change allocation of funding amounts in ALCP

Table C Transit Projects - TIP FY2008-2012 Amendment											
PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX08-851T	Phoenix	11.92.02	Install bus stop passenger improvements - 40 sites	2008		5307	\$ 103,850	\$ 415,400		\$ 519,250	Add New Project
PHX08-852T	Phoenix	11.42.09	Upgrade surveillance equipment at transit facilities	2008		5307	\$ 103,850	\$ 415,400		\$ 519,250	Add New Project
PHX08-853T	Phoenix	11.72.03	Expend project support services	2008		5307	\$ 10,000	\$ 40,000		\$ 50,000	Add New Project

Table D Material Cost Change to the ADOT Program & Admin Modification to the FY2008 - 2012 TIP											
PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-818	ADOT	10: Sarival Rd to Dysart Rd	Right of Way purchase for Construction	2008	4	RARF	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000	Admin Mod: Increase regional costs by \$500,000
DOT10-6C30	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Construct general purpose lanes	2008	4.5	State	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000	Admin Mod: Increase state costs by \$7,500,000

A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

Consultant Selection for the Statewide Transportation Survey

SUMMARY:

Over the past year, the Arizona Councils of Governments/Metropolitan Planning Organization Association, of which MAG is an active member, has been meeting to discuss growth and transportation issues. Projections show the state will grow from six million population to 15 million by 2050, while the Maricopa region will grow from 3.7 million to 8.1 million by 2050. Additional statewide funding for transportation infrastructure may be necessary to accommodate this growth.

In December 2006, the MAG Regional Council approved MAG's participation in a Statewide Intrastate Mobility Reconnaissance Study. This study is nearing completion, and transportation framework studies are about to be initiated throughout the state. The purpose of the studies is to define transportation needs and potential solutions for the transportation challenges facing Arizona.

To provide additional input into these framework studies and to determine voters' perceived transportation needs and support for funding options, on December 19, 2007, the MAG Regional Council recommended that a public attitude survey be conducted. The Regional Council recommended that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include \$55,000 for the survey.

The purpose of the survey is to better understand public attitudes regarding transportation needs, potential solutions, and timing. The scientific household telephone survey will explore citizen attitudes regarding transportation issues and potential solutions on a regional and statewide basis in addressing mobility needs. As part of the scope of work, a workshop will be held to receive input from the TPC regarding the polling instrument.

On January 13, 2008, MAG issued a Request for Proposals (RFP) for a consultant to provide services to accomplish this survey. A pre-proposer's conference was held on January 18, 2008, to provide information and answer questions. The deadline for responses to the RFP was January 31, 2008. MAG received six responses to the RFP, including proposals from National Research Center, Behavior Research Center, O'Neil Associates, WestGroup Research, Corona Research and Creative Consumer Research.

A multi-agency evaluation team consisting of representatives of MAG, Valley Metro, METRO, Phoenix, Glendale, and Mesa, met on February 5, 2008. The selection team recommended that MAG negotiate with WestGroup Research to conduct the survey. If negotiations with WestGroup are not successful, the group recommended that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The statewide transportation survey will provide important public input that will help inform statewide framework studies regarding public attitudes on transportation priorities, future demand, and potential financing strategies.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The consultant will tabulate survey results, key findings, detailed findings, and conclusions. Recommendations from this survey will provide transportation planning guidance to the statewide framework studies being conducted by MAG and ADOT.

POLICY: The scientific survey represents an important opportunity for the public to provide information regarding citizens' transportation needs and priorities, which will provide valuable assistance in setting policy direction for an anticipated statewide transportation initiative.

ACTION NEEDED:

Approval of the selection of WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

PRIOR COMMITTEE ACTIONS:

This item is on the February 20, 2008, Transportation Policy Committee agenda. An update will be provided on the action of the Committee.

On February 19, 2008, the Executive Committee recommended approval of the selection of WestGroup Research.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Keno Hawker, Mesa
# Mayor Mary Manross, Scottsdale, Vice Chair	# Mayor Thomas L. Schoaf, Litchfield Park
Vice Mayor Peggy Neely, Treasurer	* Mayor Marie Lopez Rogers, Avondale
Mayor Steven M. Berman, Gilbert	

On February 13, 2008, the MAG Management Committee recommended approval of a motion to negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommended that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	* Lynn Farmer, Gila Bend
Charlie McClendon, Avondale, Vice Chair	Joseph Manuel, Gila River Indian Community
# Matthew Busby for George Hoffman, Apache Junction	George Pettit, Gilbert
Jeanine Guy, Buckeye	Jessica Blazina for Ed Beasley, Glendale
Jon Pearson, Carefree	Brian Dalke, Goodyear
* Usama Abujbarah, Cave Creek	Mark Johnson, Guadalupe
Mark Pentz, Chandler	Darryl Crossman, Litchfield Park
Dr. Spencer Isom for B.J. Cornwall, El Mirage	Scott Butler for Christopher Brady, Mesa
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	* Jim Bacon, Paradise Valley
* Kate Zanon, Fountain Hills	Carl Swenson for Terry Ellis, Peoria
	* Frank Fairbanks, Phoenix
	# Patrick Flynn for John Kross, Queen Creek

Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg

Lloyce Robinson, Youngtown
Kwi-Sung Kang for Victor Mendez, ADOT
Kenny Harris for David Smith,
Maricopa County
Bryan Jungwirth for David Boggs,
Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

On February 5, 2008, a multi-agency review panel met to review the proposals. The group recommended that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommended that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

MEMBERS ATTENDING

Eric Anderson, MAG
Jessica Blazina, Glendale
Scott Butler, Mesa
John Farry, Valley Metro Rail/METRO

Brian Jungwirth, RPTA/Valley Metro
Thomas Remes, Phoenix
Kelly Taft, MAG

On December 19, 2007, the MAG Regional Council approved that a public attitude survey be conducted.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear,
Chair
Mayor Mary Manross, Scottsdale, Vice Chair
* Councilmember Robin Barker,
Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Councilmember Dick Esser, Cave Creek
Councilmember Jeff Weninger for
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
President Raphael Bear, Fort McDowell
Yavapai Nation
Councilmember Ginny Dickey for
Mayor Wally Nichols, Fountain Hills
* Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale

Councilmember Patricia Jimenez for Mayor
Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
* Supervisor Don Stapley, Maricopa County
Mayor Keno Hawker, Mesa
Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
Vice President Martin Harvier for President
Diane Enos, Salt River Pima-Maricopa
Indian Community
* Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
* Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board
F. Rockne Arnett, Citizens Transportation
Oversight Committee

- * Those members neither present nor represented by proxy.
- # Attended by telephone conference call.
- + Attended by videoconference call.

On December 12, 2007, the Transportation Policy Committee recommended to the Regional Council that a public attitude survey be conducted to better understand public attitudes regarding statewide transportation needs, potential solutions, and timing.

MEMBERS ATTENDING

- * Councilmember Peggy Bilsten, Phoenix, Chair
- Mayor Keno Hawker, Mesa, Vice Chair
- Councilmember Ron Aames, Peoria
- Kent Andrews, Salt River Pima-Maricopa Indian Community
- F. Rockne Arnett, Citizens Transportation Oversight Committee
- Vice Mayor Gail Barney, Queen Creek
- Stephen Beard, SR Beard & Associates
- Mayor Steven Berman, Gilbert
- Dave Berry, Swift Transportation
- * Jed S. Billings, FNF Construction
- Mayor Bobby Bryant, Buckeye
- Mayor James Cavanaugh, Goodyear
- * Mayor Boyd Dunn, Chandler
- Mayor Hugh Hallman, Tempe
- * Eneas Kane, DMB Associates
- Mark Killian, The Killian Companies/Sunny Mesa, Inc.
- # Joe Lane, State Transportation Board
- # Mayor Marie Lopez Rogers, Avondale
- # Mayor Mary Manross, Scottsdale
- * David Scholl, Westcor
- # Mayor Elaine Scruggs, Glendale
- Supervisor Max W. Wilson, Maricopa County

* Not present

Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

Kelly Taft, MAG Communications Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

The Interstate 10-Hassayampa Valley Transportation Framework Study

SUMMARY:

Leading up to late 2005, the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) received numerous requests for traffic interchanges along the Interstate 10/Papago Freeway between the SR-303L/Estrella Freeway and 459th Avenue in the area west of the White Tank Mountains known as Hassayampa Valley. These requests were from developers to accommodate travel demand from more than 100 entitled master-planned communities along this region's primary freight corridor that connects Phoenix with the ports in Long Beach and Los Angeles. In addition, recent designation of the CANAMEX corridor in the Hassayampa Valley and its connections to US-93 and Las Vegas needed further definition for accommodating travel demand.

The project team determined that the entitled development represents a population of close to three million by buildout. The team also determined that little coordinated transportation infrastructure planning existed in the Hassayampa Valley. In response, the Maricopa Association of Governments, in association with ADOT, the Maricopa County Department of Transportation, the Town of Buckeye, and the Cities of Goodyear and Surprise, funded and developed the Interstate 10-Hassayampa Valley Transportation Framework Study.

This study is the first framework effort in the MAG region, since the conception of the regional freeway network in 1960, to establish a network of transportation facilities to meet the buildout travel demand. In doing so, the study team was able to identify high capacity roadway and transit corridors to frame transportation in the Hassayampa Valley. The team also conducted a precursory environmental scan of the study area so that transportation corridors could be identified to avoid presently known natural and built environmental factors.

The study began in May 2006 for an area bounded by SR-74 on the north, SR-303L on the east, the Gila River on the south, and 459th Avenue on the west. Through an extensive process that included opportunities for stakeholder input, the project established a transportation framework that (1) responds to the FHWA and ADOT by establishing a traffic interchange plan for Interstate 10; (2) identifies a network of freeways, parkways, and arterials to facilitate travel throughout and connections to the Hassayampa Valley; (3) recommends a new arterial facility entitled the "Arizona Parkway" for providing a higher capacity and safer roadway that meets the travel demand; (4) includes recommendations for transit connections between the Hassayampa Valley and the MAG region; and (5) provides to Maricopa County, the Town of Buckeye, and the Cities

of Goodyear and Surprise a transportation planning framework to serve as the backbone of their general plans for making land use decisions.

An illustration of the Transportation Framework Recommendation is attached. The project received consultant help from DMJM Harris, Inc., and its subs Wilson and Company, Partners for Strategic Action, and Curtis Lueck and Associates.

PUBLIC INPUT:

To date, the MAG project team has conducted more than 150 stakeholder events and meetings to receive public input on the Transportation Framework Recommendation. The events included two public meetings, four public-developer forums, and presentations to the city councils in Buckeye, Goodyear, and Surprise, individually with Maricopa County Supervisors, and members of the Arizona Legislature.

Meetings ranged from discussions with public interest groups, such as the Tonopah Association, WESTMARC, and Sonoran Institute, to consultation with affected public agencies such as the Bureau of Land Management, Flood Control District of Maricopa County, Luke Air Force Base, FHWA, and multiple divisions within ADOT. In addition, the study team has also made technical presentations at functions sponsored by Arizona State University, the American Society of Civil Engineers, the Institute of Transportation Engineers, the League of Arizona Cities and Towns, and the American Consulting Engineers Council of Arizona.

In addition to the meetings, the project's study team issued three newsletters for the general public. The study team estimates more than 2,000 individuals have seen a presentation on this project.

At the January 2008 Management Committee meeting, a citizen encouraged that the statewide transportation plan be multimodal. At the February Management Committee meeting, a representative of Toyota Motors stated support for the Study. The representative requested that the map be redrawn so there will a 1.5 mile buffer between the freeway and the Toyota test track to protect it, not only from espionage, but also vibrations.

PROS and CONS:

PROS: Completion and acceptance of this study represents a milestone for planning in the Hassayampa Valley. It also identifies a framework for extending and preserving the existing and planned metropolitan freeway network for the next ring of development in the MAG region. The project's recommendations provide guidance to MAG and member agencies for establishing a transportation framework and an implementation strategy to meet buildout travel demands. The recommendations also include an interchange spacing strategy to preserve Interstate 10 as the region's primary freight corridor.

CONS: While the study provides a significant milestone in transportation planning for the Hassayampa Valley, the recommendations are not funded. Thus, the Regional Council is requested to accept the study's findings versus actually adopting them. In taking this action, the planning process can be moved forward in an illustrative manner, thereby providing guidance to MAG and the affected agencies in the Hassayampa Valley for future activities, including updates to the Regional Transportation Plan. The framework recommendations are also based upon presently known natural and built environmental factors. Future studies could identify potential

impacts that may either need mitigation, prevent construction, or require an update to the framework.

TECHNICAL and POLICY IMPLICATIONS:

TECHNICAL: The request for the project's recommendations is for acceptance. As future planning continues in the MAG region, additional studies will be needed to identify how the project's corridors are ultimately incorporated into the Regional Transportation Plan for possible implementation and construction.

POLICY: This framework study is the first effort of its type for the MAG region since 1960. Preliminary results from the Interstate 10-Hassayampa Valley Transportation Framework Study are being incorporated by affected agencies in their continuing planning studies and process. From a policy perspective, this study's recommendations provide guidance and coordinated transportation vision to a rapidly developing portion of the metropolitan area. In addition, the traffic interchange spacing represents the first effort in the MAG region to establish a coordinated plan for access to the critical Interstate 10 corridor.

Also, the planning efforts in this portion of the MAG region have been recognized as a useful process and have launched a second study, known as the Interstates 8 and 10-Hidden Valley Transportation Framework Study for southwest Maricopa and Pinal Counties. MAG is undertaking this project in cooperation with ADOT, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa (scheduled for completion in August 2008). In addition, this framework study has begun a statewide transportation planning framework for all of Arizona by ADOT.

ACTION NEEDED:

(1) Accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue, (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as describe in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

PRIOR COMMITTEE ACTIONS:

On February 13, 2008, the Management Committee recommended to: (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue, (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and

air quality planning purposes; (5) accept the findings and implementation strategies as describe in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans. The motion passed with one abstention (**shaded**).

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale, Vice Chair	Scott Butler for Christopher Brady, Mesa
# Matthew Busby for George Hoffman, Apache Junction	* Jim Bacon, Paradise Valley
Jeanine Guy, Buckeye	Carl Swenson for Terry Ellis, Peoria
Jon Pearson, Carefree	* Frank Fairbanks, Phoenix
* Usama Abujbarah, Cave Creek	# Patrick Flynn for John Kross, Queen Creek
Mark Pentz, Chandler	Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dr. Spencer Isom for B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Charlie Meyer, Tempe
* Kate Zanon, Fountain Hills	* Reyes Medrano, Tolleson
* Lynn Farmer, Gila Bend	Gary Edwards, Wickenburg
Joseph Manuel, Gila River Indian Community	Lloyce Robinson, Youngtown
George Pettit, Gilbert	Kwi-Sung Kang for Victor Mendez, ADOT
Jessica Blazina for Ed Beasley, Glendale	Kenny Harris for David Smith, Maricopa County
Brian Dalke, Goodyear	Bryan Jungwirth for David Boggs, Valley Metro/RPTA
Mark Johnson, Guadalupe	

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

On January 31, 2008, the Transportation Review Committee unanimously recommended to: (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue, (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as describe in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
* ADOT: Dan Lance
Avondale: David Fitzhugh
* Buckeye: Scott Lowe
Chandler: Patrice Kraus
* El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
Mesa: Mike James for Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Burton Charron for David Moody
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: David Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
* Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott
*Street Committee: Darryl Crossman

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

Presentations about this project's recommendation have been made to the following MAG Committees and Regional Council on the following dates:

Management Committee - August 8, 2007

Transportation Review Committee - August 23, 2007

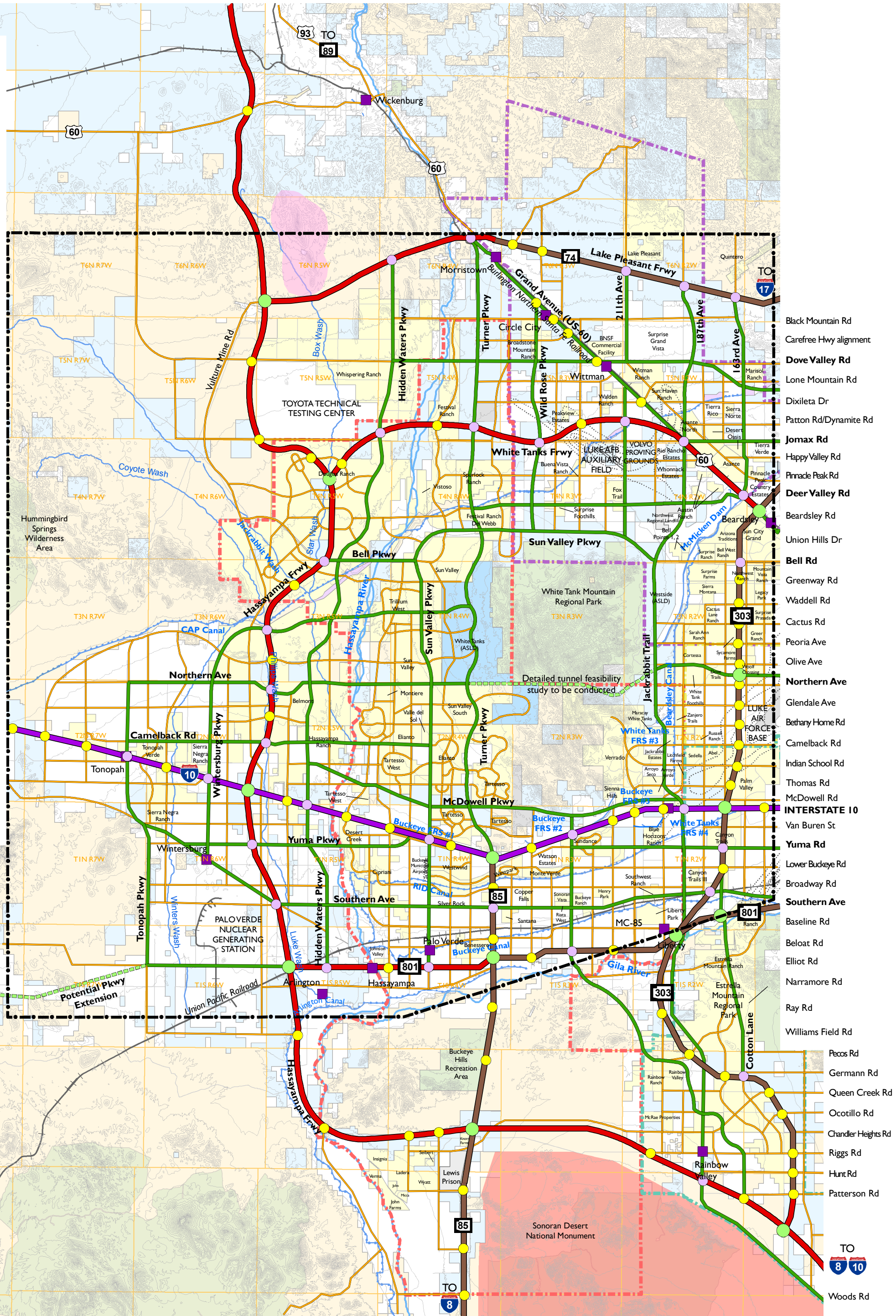
Transportation Policy Committee - September 19, 2007

MAG Regional Council - September 26, 2007

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.

For more information about the project, please visit www.bqaz.org and click on the Interstate 10-Hassayampa Valley Transportation Framework Study tab.



- 459th Ave

451st Ave

443rd Ave

435th Ave

427th Ave

419th Ave

411th Ave

403rd Ave

395th Ave

387th Ave

379th Ave

371st Ave

363rd Ave

355th Ave

347th Ave

339th Ave

331st Ave

323rd Ave

315th Ave

Johnson Rd

Bruner Rd

Palo Verde Rd

Wilson Rd

Turner Rd

Oglesby Rd

Rooks Rd

Miller Rd

Apache Rd

Watson Rd

Rainbow Rd

Dean Rd

Verrado Way/ Airport Rd

Jackrabbit Trl

Perryville Rd

Citrus Rd

Cotton Ln

Sarival Ave

Estrella Pkwy
- Black Mountain Rd

Carefree Hwy alignment

Dove Valley Rd

Lone Mountain Rd

Dixileta Dr

Patton Rd/Dynamite Rd

Jomax Rd

Happy Valley Rd

Pinnacle Peak Rd

Deer Valley Rd

Beardsley Rd

Union Hills Dr

Bell Rd

Greenway Rd

Waddell Rd

Cactus Rd

Peoria Ave

Olive Ave

Northern Ave

Glendale Ave

Bethany Home Rd

Camelback Rd

Indian School Rd

Thomas Rd

McDowell Rd

Van Buren St

Yuma Rd

Lower Buckeye Rd

Broadway Rd

Southern Ave

Baseline Rd

Beloat Rd

Elliot Rd

Narramore Rd

Ray Rd

Williams Field Rd

Pecos Rd

Germann Rd

Queen Creek Rd

Ocotillo Rd

Chandler Heights Rd

Riggs Rd

Hunt Rd

Patterson Rd

Woods Rd

TRANSPORTATION FRAMEWORK RECOMMENDATION

Study Area Boundary

Railroads

Roads

Rivers/Washes

Canals

Unincorporated Communities

Township/Range

Noise Contours

Topography (100' contours)

Proposed Service Traffic Interchanges

Proposed Parkway Traffic Interchanges

Proposed System Interchanges

Planned Developments

BLM Raptor Protection Zone

State Land Development Planning Areas

Master Plan

National Monument

Wilderness Area

Land Ownership

BLM

State Land

Regional Parks

Military

Bureau of Reclamation

Buckeye

Glendale

Goodyear

Surprise

Proposed Roadway Network

Improvements to Existing Freeways

Future Regional Transportation Plan (RTP) Freeways (Prop 400)

New Freeway Proposals

New Parkway Proposals

New Parkway Alternatives

Future Major Arterial Network

Notes

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed freeway interchanges and the use of parallel roads connecting to freeways are preliminary and subject to review and approval of the FHWA and ADOT.

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.

Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.

Olive Avenue traffic interchange on SR-303L to be a half-diamond.

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7-1

Miles

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MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

MAG Human Services Coordination Transportation Plan 2008 Update

SUMMARY:

The MAG Human Services Coordination Transportation Plan 2008 Update was developed in collaboration with representatives from 70 agencies, municipalities, companies and residents. The plan addresses progress made since the implementation of the 2007 plan. It also proposes five new strategies. The strategies include an ambassador program to create an information network in the community; standardized training for drivers and riders to help maximize the benefits of the current system; the development of standardized coordination policies to assist agencies in working with one another; and the collection and analysis of data to assist with program and policy development for people needing human services transportation. This activity is undertaken in response to a federal requirement affecting all applicants of Section 5310, Section 5316 and Section 5317.

PUBLIC INPUT:

The plan was created by engaging more than 100 people from 70 different agencies through a series of meetings from August through December 2007. Opportunities for public input at the committee level were offered at the MAG Human Services Technical Committee and MAG Human Services Coordinating Committee meetings in January 2008. No input was offered at these committee meetings. An additional opportunity was offered at the February MAG Management Committee meeting but no input was offered.

PROS & CONS:

PROS: Coordinating human services transportation will make programs more efficient and will serve more people. Lack of coordination results in wasted resources, inefficient use of time and vulnerable people receiving poor quality service, or in the worst case, being left in dangerous circumstances. The first plan helped improve coordination through strategies focused on communication. The new strategies in the 2008 plan focus on standardizing operations at the agency level to facilitate better coordination.

CONS: There are no anticipated negative effects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: According to SAFETEA-LU regulations, a coordinated human services transportation plan must be in place so that JARC, New Freedom and 5310 funds may be drawn down. This plan has been developed by a diverse group as mandated by federal regulations. Setting forth clear expectations will help to build a strong foundation for more intensive coordination in the future.

According to FTA guidance, both the 2007 and 2008 plans specifically include the following: an assessment of available services that identifies current providers (public, private, and non-profit); an assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes; strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

POLICY: Lack of coordination can result in lower productivity, wasted resources and lower quality services for a very vulnerable population. Elderly, people with disabilities and people with low incomes are significantly affected by human services transportation. Ultimately, this service is not about busses, vans or cars but the quality of life people experience when they have access to medical care, employment and a good support system. Improving human services transportation coordination will result in better access to these opportunities and better utilization of existing resources.

ACTION NEEDED:

Approval of the MAG Human Services Coordination Transportation Plan 2008 Update.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee recommended approval of the plan on February 13, 2008.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale, Vice Chair	Scott Butler for Christopher Brady, Mesa
# Matthew Busby for George Hoffman,	* Jim Bacon, Paradise Valley
Apache Junction	Carl Swenson for Terry Ellis, Peoria
Jeanine Guy, Buckeye	* Frank Fairbanks, Phoenix
Jon Pearson, Carefree	# Patrick Flynn for John Kross,
* Usama Abujbarah, Cave Creek	Queen Creek
Mark Pentz, Chandler	Bryan Meyers, Salt River Pima-Maricopa
Dr. Spencer Isom for B.J. Cornwall,	Indian Community
El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Phil Dorchester,	Charlie Meyer, Tempe
Fort McDowell Yavapai Nation	* Reyes Medrano, Tolleson
* Kate Zanon, Fountain Hills	Gary Edwards, Wickenburg
* Lynn Farmer, Gila Bend	Lloyce Robinson, Youngtown
Joseph Manuel, Gila River Indian	Kwi-Sung Kang for Victor Mendez, ADOT
Community	Kenny Harris for David Smith,
George Pettit, Gilbert	Maricopa County
Jessica Blazina for Ed Beasley, Glendale	Bryan Jungwirth for David Boggs,
Brian Dalke, Goodyear	Valley Metro/RPTA
Mark Johnson, Guadalupe	

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

The MAG Human Services Coordinating Committee recommended the plan for approval on January 15, 2008.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair	* Councilmember Kyle Jones, Mesa, Vice Chair
Connie Stepnitz for Vice Mayor Rob Antoniak,	+ Vice Mayor Manuel Martinez, Glendale
Goodyear	+ Judy Bowden for Carol McCormack, Mesa
+ Councilmember Dave Crozier, Gilbert	United Way
* Councilmember Roy Delgado, El Mirage	Donna Reid, Chair of the City of Scottsdale
Councilmember Trinity Donovan, Chandler	Human Services Commission
+ Catalina Mena for Leslie Evans, Tempe	+ Jayson Matthews for Councilmember Onnie
Community Council	Shekerjian, Tempe
Laura Guild for Susan Hallett, Arizona	* Supervisor Mary Rose Wilcox, Maricopa
Department of Economic Security	County

+Those members present by audio/videoconferencing.

*Those members neither present nor represented by proxy.

The MAG Human Services Technical Committee recommended the plan for approval on January 10, 2008.

MEMBERS ATTENDING

Carl Harris-Morgan, Gilbert, Chairman
Kathy Berzins, Tempe
Judy Bowden, Mesa United Way
Paige Garrett, Quality of Life Community
Services, Inc.
Joyce Gross, Buckeye
Tim Cole for Jeffery Jamison, City of Phoenix
Deanna Jonovich, Phoenix
Jim Knaut, Area Agency on Aging
Margarita Leyvas, Maricopa County

* Joyce Lopez-Powell, Valley of the Sun United
Way
Dan Lundberg, City of Surprise
Jayson Matthews, Tempe Community Council
Joy McClain, Tolleson
Jose Mercado for Doris Marshall, Phoenix
Jeff Young for Sandra Mendez, DES/CSA
* Kyle Moore, DES/ACYF
Sylvia Sheffield, Avondale
Carol Sherer, DES/DDD
+ Patrick Tyrrell, Chandler

+Those members present by audio/videoconferencing.

*Those members neither present nor represented by proxy.

CONTACT PERSON:

Amy St. Peter, MAG, (602) 254-6300

Maricopa Association of Governments Human Services Coordination Transportation Plan



DRAFT 2008 Update



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Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Executive Summary



2007 MAG Human Services
Coordination Transportation
Plan

Since 2006, the Maricopa Association of Governments (MAG) has worked cooperatively with the City of Phoenix, the designated recipient of Federal Transit Administration (FTA) funds for the region. Our partners include a diverse array of representatives from the public sector, private sector, nonprofit transportation and human services providers, and the public to develop effective strategies for coordinating transportation services. The collective goals of this planning process are to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes; provide strategies for meeting those local needs; and prioritize transportation services for funding and implementation.

The 2008 plan proposes five initiatives to achieve this goal. These include an ambassador program to create an information network in the community; standardized training for drivers and riders to help maximize the benefits of the current system; the development of standardized coordination policies to assist agencies in working with one another; and the collection and analysis of data to assist with program and policy development for people needing human services transportation.

The need for seamless service is not a new issue. Legislation at the federal level through the Safe Accountable,

Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) formalized the activity into a requirement in 2006. For the first time, the government mandated that any agency applying for Section 5310 funds, Elderly Individuals and Individuals with Disabilities; Section 5316 funds, Job Access and Reverse Commute; or Section 5317 funds, New Freedom funds; needed to respond to a locally derived coordination plan. As the designated recipient for Sections 5316 and 5317 dollars, the City of Phoenix supports MAG in conducting the planning process by providing expertise, participation and funding.

Prior to changes in federal law, the region identified the need to coordinate human services transportation. Community feedback gathered during the development of the 2006 MAG Regional Human Services Plan consistently emphasized the need for better access to information and services. Focus group participants across all sectors, income levels and geography demanded better solutions for moving people throughout the region.

The 2007 Maricopa Association of Governments (MAG) Human Services Coordination Transportation Plan laid the foundation for the first step in coordination through improved communication between agencies and awareness of current resources. This update takes the next step in coordination by standardizing policies, training and information about human services transportation programs.



According to FTA guidance, both the 2007 and 2008 plans specifically include the following:

- An assessment of available services that identifies current providers (public, private, and non-profit).
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.
- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery.
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.



This region has significant resources and strengths in the area of human services transportation. A multitude of agencies offer quality programs that enhance people's dignity and self-sufficiency. Political will and community support bring focus to this issue in a constructive way. Many people offer their expertise and experience to develop the plans that will have a deep and meaningful impact. Successful coordination will offer critical benefits, especially for vulnerable people in the region.

This plan is indebted to the many people committed to its success. All have a role to play in this endeavor. For more information about the plan or the next steps forward, please contact MAG at (602) 254-6300 or at humanservices@mag.maricopa.gov.



Introduction

The Since 2006, the Maricopa Association of Governments (MAG) has worked cooperatively with the City of Phoenix, the designated recipient of Federal Transit Administration (FTA) funds for the region. Our partners include a diverse array of representatives from the public sector, private sector, nonprofit transportation and human services providers, and the public to develop effective strategies for coordinating transportation services. The collective goals of this planning process are to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes; provide strategies for meeting those local needs; and prioritize transportation services for funding and implementation.

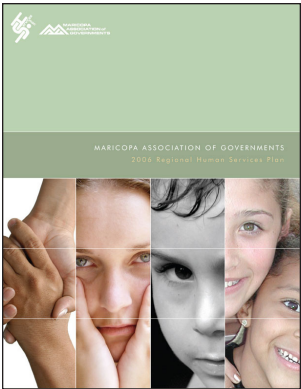
The need for seamless service is not a new issue. Legislation at the federal level through the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) formalized the activity into a requirement in 2006. For the first time, the government mandated that any agency applying for Section 5310 funds, Elderly Individuals and Individuals with Disabilities; Section 5316 funds, Job Access and Reverse Commute; or Section 5317 funds, New Freedom funds; needed to respond to a locally derived coordination plan. As the designated recipient for Sections 5316 and 5317 dollars, the City of Phoenix supports MAG in conducting the

planning process by providing expertise, participation and funding.

Prior to changes in federal law, the region identified the need to coordinate human services transportation. Community feedback gathered during the development of the 2006 MAG Regional Human Services Plan consistently emphasized the need for better access to information and services. Focus group participants across all sectors, income levels and geography demanded better solutions for moving people throughout the region.

The region rallied to create the inaugural 2007 MAG Human Services Coordination Transportation Plan. This plan represented the voices of hundreds of stakeholders and coalesced diverse interests into three short-term strategies. Within a month of its publication, the plan was recognized as a national model and was later presented at a national conference in Washington, D.C. Even amidst this success, plans were well underway to update the document before the print was even dry. This speaks not to any flaws in the process or product, but to the dynamic and rapidly changing environment of human services transportation coordination.

The question confronting the region then is not whether or not to coordinate human services transportation. Instead, we are faced with the challenge of how best to



2006 MAG Regional Human Services Plan



Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

coordinate the myriad of programs and needs into one comprehensive service delivery model. There are many roads we can choose. This plan is the map to lead the region to its destination of truly coordinated human services transportation.

According to FTA guidance, both the 2007 and 2008 plans specifically include the following:

- An assessment of available services that identifies current providers (public, private, and non-profit).
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.
- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery.
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

Broad community support has marked the update of the plan, just as it proved to be the strength of the first plan. Key decision makers, clients of the system, planners, providers and funders alike have shared their insights and dreams for a truly coordinated system that serves all people. The development of the 2008 MAG Human Services Coordination Transportation Plan Update has renewed commitment to the following insights:

- Coordinated human services transportation will not just improve mobility options, it will enhance people's quality of life. As people are better able to rely on effective transportation solutions, this will positively impact their ability to maintain employment, housing, good health and an adequate support system.
- The level of assistance needed to access transportation is defined just as much by the ability of the environment to respond to such needs as it is by an individual's disability. If the environment were truly accessible, then personal disabilities would not be perceived.
- While efforts to coordinate human services transportation are specifically developed for older adults, persons with disabilities and people with low-incomes, the solutions being developed are universally beneficial for all people.

This plan will offer background on the federal, state and regional elements of the pursuit to coordinate human services transportation. Detail about the process to update the plan will be given, as well as a report on progress made on the implementation of the 2007 plan. New strategies and next steps will be provided to move the region forward.



As the report will make clear, the first plan laid the foundation for coordination by prompting communication of the main stakeholders. This strategy is based on the belief that communication creates the relationships necessary for coordination. This update will continue the evolution of coordination by standardizing basic elements of human services transportation, such as training and policies.

Future coordination strategies will represent more intensive efforts, such as joint-use agreements and eventually consolidation of services on some level. The region cannot afford to be complacent with comfortable practices that do not result in tangible change. We must continuously challenge ourselves to do more. The people we serve deserve no less.



Background

The need to coordinate human services transportation programs developed the instant more than one program existed. With the multitude of programs that are offered today, the need to coordinate efforts has never been greater. “There’s no such thing as too much of a good thing,” is tested with well-intentioned but overlapping programs that waste resources in some areas while leaving critical needs unaddressed in other areas. Despite the need for effective solutions, the answers have not come without struggle. If this work was easy, it would have been done 30 years ago when the need first manifested.

A renewed focus on this need crystallized on February 24, 2004 when President Bush signed Executive Order 13330 and created the Interagency Transportation Coordinating Council on Access and Mobility (CCAM). This group was charged with the Herculean task of coordinating 62 different funding streams that supported a plethora of programs providing human services transportation. The council is striving to increase education and outreach, reduce duplication, consolidate access, support comprehensive planning and the development of cost allocation procedures and document relevant best practices.



Federal programs are designed to support the transportation needs of older adults, people with disabilities and those with low income.

The priority to coordinate transportation services was heightened on August 10, 2005 when President Bush signed SAFETEA-LU into action. This legislation authorized \$284 billion for federal surface transportation programs over five years, including \$52.6 billion in transit programs, a 46 percent increase over previous legislation. With money on the table and a clear directive from the White House, a flurry of activity erupted at the local level.

This legislation had direct and tangible effects at the agency level. Specifically, any projects receiving support from three funding sources affected by this legislation had to support a locally coordinated plan. These three funding sources include Section 5310, Elderly Individuals and Individuals with Disabilities; Section 5316, Job Access and Reverse Commute; and the newly developed Section 5317, New Freedom. Representing older adults, people with disabilities and low-income people, these three grant programs serve some of the most vulnerable people who are least able to use mainstream transportation.

Local efforts receive support and guidance at various levels. The national United We Ride Council, as well as its counterpart, Arizona Rides, offers high level direction for programs, policies and planning. The Arizona Department of Economic Security, the Arizona Health Care Cost



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Containment System, Arizona Department of Transportation and councils of governments all serve on the Arizona Rides Council. The City of Phoenix provides critical financial support and expertise for the planning process through MAG. The representative from the Maricopa Association of Governments on Arizona Rides also serves on the national steering committee for the National Resource Center, a clearinghouse for human services transportation information. These relationships ensure effective circulation of strategies from the regional to the statewide to the national levels.



Progress Report

The 2007 plan identified three short-term strategies that would lay a solid foundation for more intensive strategies in the future. These steps take into account the reluctance of providers to embrace coordination. A fierce commitment to the uniqueness of their clients and competition for scarce resources has made many agencies wary. A survey of providers in 2005 indicated that many would not even consider a number of coordination strategies. Now that federal requirements have taken the voluntary element out of the equation, coordination is a required exercise. The plan maintained a precarious balance between technical feasibility and political reality.

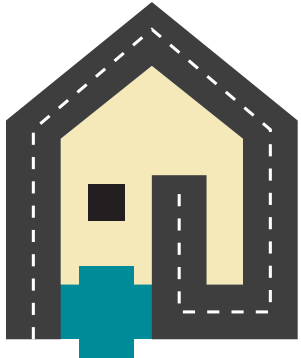
Significant progress has been made since the initial plan was published. The following is a summary of the steps taken to successfully implement the plan.

1. Ongoing assessment and evaluation: The City of Phoenix, the Arizona Department of Transportation and the Maricopa Association of Governments host the application processes for the three grant programs in question, Sections 5310, 5316 and 5317. These agencies are tracking compliance with the plan through the applications. All applicants in 2007 signed commitment forms to support the implementation of the plan. The 2008 application process will

include additional measures to monitor full compliance. In addition, applications exhibiting innovative collaborations will be ranked more favorably.

2. Sub-regional and regional meetings: Sub-regional groups have been engaged in the West Valley, East Valley and Phoenix to promote relationships and communication. An impressive number of stakeholders have participated in three meetings in each of the sub-regions. A regional meeting for 250 people has been scheduled for April 8, 2008. This event will promote the most promising practices identified at the sub-regional level to be replicated at the regional level. Housing has been added to the conference in deference to the interdependence of the two issues. An informal group of primary partners and leadership from throughout the region has lent oversight to the implementation of this strategy.

3. Comprehensive online directory: The sub-regional groups have supplemented and refined the data currently available for human services transportation programs. This expanded database has been utilized by AZ211 to expand their information. Valley Metro is currently reviewing the database to ensure all the public transit information is included appropriately. MAG will work with AZ211 to make the search results more accurately and specifically appropriate to the



Housing & Transportation
Human Services Coordination

*A regional meeting on
Transportation and housing
has been scheduled for
April 8, 2008*



needs expressed. With the inclusion of the public transit data and links between to ensure seamless searching, this goal as it was originally written will be completed.

These strategies have met with success thanks to the diligent support of a wide range of stakeholders including the Section 5310, 5316 and 5317 agencies. In addition, the municipalities and MAG member agencies have provided critical partnerships in this process. Special thanks are also extended to the Arizona Rides Council for sharing their expertise and influence to enhance this process. With the continued support of these groups, great strides can be made in human services transportation.





Highlight on Mobility Management as a Coordination Strategy

The process and community engagement that developed the 2007 Plan provided an unprecedented forum for coordination. This heightened focus offered guidance and funding for agencies wanting to implement innovative strategies to coordinate human services transportation programs. Two agencies answered this call with a proposal that has tremendous potential.



Triple R Behavioral Health and Terros (above) received an award to hire a Fleet Information Analyst

Terros and Triple R Behavioral Health both serve people with serious mental illnesses and substance abuse issues. Together, they offer nearly 100,000 trips a year with nearly 100 vehicles, one of the largest nonprofit fleets in the region. The clients they serve face significant social and economic barriers in all aspects of life, including transportation. They very often have difficulty understanding and using public transit. These lost opportunities to engage their community results in debilitating isolation.

The two agencies collaborated on a Section 5310 application for mobility management. They were awarded funds to hire a Fleet Information Analyst and software to manage the vehicles' schedules. This increased efficiency will result in more trips for more clients while providing increased safety. This will enhance the clients' ability to access community supports, imparting a significant

benefit to their mental health. Since the award, the two agencies have been approached by others wanting to join the partnership.

Universal Tracking Systems, the software proposed for this program, is generally used by for profit companies. This is the first time the software will be used in human services transportation. The company is very excited because this represents a whole new market. The agencies are eager to use the software because it offers efficiencies that were unavailable up until now. This project is a wonderful example of how nonprofit agencies can leverage the expertise and resources of for profit companies with government support.

For more information about this project, please contact Peggy Chase, Senior Vice President of Operations/CFO at Terros by calling (602) 818-6934 or Wayne Hochstrasser, President/CEO of Triple R Behavioral Health at (602) 995-7474.



Process to Update the Plan

This next section will present the process undertaken to update the coordination plan for the MAG region. A number of stakeholders were engaged throughout the development of this document. These include representatives from the Arizona Department of Transportation, the Arizona Health Care Cost Containment System, the Arizona Department of Economic Security, nonprofit providers of transportation and human services, for profit companies, clients representing older adults, people with disabilities and people with low-incomes, municipalities, Maricopa County and faith-based organizations. Their cumulative experiences and perspectives provided the framework for this update. Their vision will shape the number and nature of services offered to meet human transportation needs.

This effort is indebted to the people and groups who shepherded the continuing pursuit of coordination. As indicated in the status report on the last plan's short-term strategies, sub-regional groups met to dialogue about local useful practices and lessons learned. The West Valley Human Services Alliance's Transit Subcommittee took on this responsibility for that sub-region. New groups of familiar faces were formed in the East Valley and in Phoenix. Open invitations were extended for each of the three meetings in each sub-region. People or providers with a particular interest or service to a sub-region were encouraged to attend meetings in that sub-region

to facilitate familiarity and relationships.

Once convened, the groups reviewed the resource information for the online directory and identified features that would be key to its success. The groups then turned their attention to agencies or practices that enhanced coordination in that sub-region. Regional, statewide and national practices and services were assessed for potential replication in that sub-region as well. Above all, the meetings served to familiarize the people and providers with each other. This resulted in information being shared, partnerships being formed and capacity increased as services were better coordinated. The broad invitation to the meetings brought in people unfamiliar to formal service delivery but very much in need of assistance. These forums offered technical assistance, an orientation to the field of human services transportation and a support system.

Through each meeting in every part of the region, two prevailing questions were addressed; what can be done to help improve the coordination of human services transportation and what needs can be met through such coordination. While the main goal of the plan is to positively impact services on a personal level, the long-term sustainability of any strategy chosen rests on the ability and willingness of the agencies to implement it. If the agencies do not espouse a strategy, then any success at all will be fleeting and ill-fated. If the agencies own a strategy and benefit from it, then they will ensure that it will thrive.



The West Valley Human Services Alliance's Transit Subcommittee met to dialogue about best practices.



New Strategies



The following strategies were developed based on direct feedback from agencies and the people they serve through human services transportation programs. All five initiatives have the potential to maximize the resources in the region available. This will be done by empowering people with additional services and information, assisting agencies to standardize their operations, and providing the region with current, accurate data about unmet needs and the demographics of the people needing transportation services.

A general evaluation of the strategies will be conducted through a series of three focus groups and surveys throughout the region in the last quarter of FY09. Feedback from at least 65 percent of the respondents will indicate the strategies are effectively addressing the need to coordinate human services transportation. At least 35 percent will report their quality of life has improved as a result of these measures. Any suggestions for improvement will guide the next update to this plan.

These strategies are proposed to better coordinate human services transportation in the region by standardizing the services available.

1. Ambassador Program

Audience

People from the community with an emphasis on age restricted communities, people with disabilities and people with low-incomes

Action

This program will connect people from the community with standardized travel training, sensitivity training, and information about human services transportation resources. Ambassadors will be kept current through monthly e-mails, quarterly sub-regional meetings and an annual regional meeting to celebrate the efforts of the ambassadors. Pending the acquisition of funding, incentives such as free buses will be given to the volunteers as incentives for participation in the program.

The community will access the ambassador volunteers through their local communication channels or through MAG. If someone calls MAG for information about human services transportation, they will be referred to the ambassador in their community. The program will be marketed through mainstream outlets such as community cable stations, newsletters, newspapers, and word of mouth.

Agency Responsible

Maricopa Association of Governments



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Timeline

Recruitment for ambassadors will begin in May 2008. Training will be completed by the end of October 2008. Quarterly meetings will begin in October 2008. The regional meeting will be held in the fourth quarter of Fiscal Year 2009.

Impact

This activity will increase the capacity of the region to disseminate accurate information about human services transportation. People will receive more individualized assistance. The burden on agencies to provide both this assistance and information will be lessened. This will allow them to focus more time and energy on transporting people.

Evaluation

Both ambassadors and people receiving assistance will complete surveys. This evaluation instrument will indicate satisfaction with the program and opportunities for improvement. MAG will engage community partners to review the survey results and enact any necessary changes to the program on a biannual basis. At least 65 percent of those completing the survey will indicate that the program has increased their understanding of and access to human services transportation.

2. Standardized Driver Training

Audience

Drivers for human services transportation programs, whether volunteers or paid staff, for nonprofit or for profit agencies.

Action

Drivers from nonprofit and for profit agencies, whether volunteers or paid staff, will have the opportunity to complete free online trainings for a certificate of completion. The training will address key areas that will enhance the quality service people receive. This will include client transfer and handling, especially in wheel chairs.

Agency Responsible

Arizona Department of Transportation

Timeline

This strategy will be implemented by the end of 2008.

Impact

Standardized online training will improve the quality of drivers, assist the agencies in keeping staff trained and available to work, and benefit people because more services will be available.



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Evaluation

Agencies applying for Section 5310, 5316 and 5317 funding will be asked to report the number of accidents and complaints for FY08 to date. This will establish a baseline for measuring the effectiveness of the driver training. In FY09, agencies will be asked to report the number and percentage of change in the number of accidents and complaints after their drivers have completed the training. A decrease of five percent in the number of accidents and complaints will indicate the training is effective. Agencies will also have the opportunity to report any positive rider feedback in the application process.

3. Standardized Coordination Policies

Audience

Agencies that receive Section 5310, 5316 and Section 5317 funding

Action

Templates for standardized policies about coordination will be developed and made available to agencies providing human services transportation programs. Different requirements from funders will be taken into account when developing the templates. Feedback from the agencies affected, ADOT, and community partners will be used to develop the templates. Agencies receiving funding Sections 5310, 5316 or 5317 will be required

to have a coordination policy using the templates as a guide.

Agency Responsible

MAG, ADOT and the City of Phoenix will be responsible for monitoring implementation through the application processes for Section 5310, 5316 and 5317. The templates will be developed by these agencies in partnership with community stakeholders.

Timeline

Development of the policies will take place by the end of Fiscal Year 2008. Training will be provided throughout the end of that calendar year. Implementation will be monitored during the application processes of 2009.

Impact

This initiative will set a standard for coordination throughout the region. This will facilitate greater coordination among the agencies involved with human services transportation. This will result in greater maximization of resources and reduction in duplication.

Evaluation

The committees responsible for evaluating the applications will evaluate effectiveness of this initiative. The Elderly Individuals and Individuals with Disabilities Transportation Program Committee at MAG is responsible for



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the Section 5310 applications. The committee will report compliance of the applicants with this strategy. In FY09, at least 85 percent of applicants will implement coordination policies. At least 15 percent of applicants will report an increase in the number of partners with whom they coordinate within a year of implementation of the policy.

4. Need and Demographic Tracking

Audience

Users of the online directory about human services transportation resources

Action

The online directory for human services transportation resources is being implemented by AZ 2-1-1. In order to offer the most appropriate information about resources, the system will also inquire about a person's demographics such as age, income, level of assistance needed, disability status and residence. Instruction on how to use the directory will be provided on the Web site, to all ambassadors, and to the general public through AZ 2-1-1's outreach efforts. In addition, the system will track the unmet needs of the user by asking if the resources presented met the user's needs. If the resources are not appropriate, the system will track reasons such as lack of availability, outside the service delivery area and ineligible. The data gleaned will be tracked, reported and used to

assess gaps and to develop new programs. As AZ211 expands their service to include a call center, there will be additional support available. The system will be marketed through mainstream venues such as community cable stations, the network of human services and transportation providers and MAG member agencies.

Agency Responsible

AZ 2-1-1 with support from Valley Metro and MAG.

Timeline

By the end of the fourth quarter of FY 2008, AZ 2-1-1 will have created a form used to collect demographic and need information from users of the database in order to track data and help refine the search. AZ 2-1-1 will feature the database and search engine at the Housing and Transportation Conference on April 8, 2008. MAG staff will work with the sub-regional groups in the first quarter of FY 2009 to review and identify elements needing revision in the new online directory on AZ 2-1-1. AZ 2-1-1 will make changes as needed to the directory by the end of the second quarter in FY09. The directory will be marketed and launched in the third quarter of FY09. All agencies will be invited to provide links from their Web sites.

Impact

This initiative will provide invaluable information on a current basis. This will greatly enhance the ability of the



Visit Arizona 2-1-1 online at
www.az211.gov



region to plan new programs and approaches to coordinate human services transportation. The region is growing rapidly. Such population growth results in needs changing and emerging quickly. This dynamic environment requires consistent and current data collection in order to ensure strategies used are responsive to emerging needs.

Evaluation

Users of the system will report their satisfaction with the directory. At least 75 percent will indicate satisfaction with the directory. Quarterly reports on the needs and demographics of the users will be provided to MAG on a quarterly basis. MAG will work with AZ 2-1-1 and community partners to analyze the data and recommend changes to the directory or to the human services transportation delivery system. This may include new program development, revisions to coordination strategies or modification recommendations to existing programs. A survey of community partners will indicate at 70 percent find the process effective to increasing coordination and maximization of transportation resources.

5. Travel Training for Older Adults and People with Disabilities

Audience

People from the community needing assistance and knowl-

edge to access public transit options. The primary target population is older adults and people with disabilities.

Action

Free, standardized travel training will be provided to assist people in using public transit options. Training is currently available to older adults through a variety of sources including but not limited to regional entities like Valley Metro RPTA, statewide agencies such as the Arizona Department of Economic Security's Rehabilitation Services Administration and municipalities like the City of Glendale. This strategy supports the expansion of Valley Metro's new travel training program for people with disabilities, including people with visual impairments, as supported by a Section 5317 grant. As available, the training will be given by certified orientation mobility instructors. People with disabilities may be used to mentor those receiving the travel training, but will not serve as instructors unless they are certified. Emphasis in the training will be placed on helping people use the bus, or the fixed route system. Awareness will also be raised about alternative options such as deviated fixed route services which are buses that deviate their route to pick up people at their residence within a limited geographic area from the fixed route service. If these options do not meet the needs of people receiving the training, then paratransit options will be presented. If the person is Americans with Disability Act (ADA) eligible, then they will be assisted to apply for services and benefits.



Valley Metro will provide training with an emphasis on helping people with disabilities use the bus, or the fixed route system.



Agency Responsible

Valley Metro has received a Section 5317 grant to administer travel training to people with disabilities. This expands their current program aimed at older adults. Together, these programs will meet the intent of this strategy. They will coordinate with municipalities that provide this training, such as the City of Glendale, to ensure consistency among programs throughout the region.

Timeline

Training will begin in April 2008 and continue on a periodic basis thereafter.

Impact

Resources will be maximized if as many people as possible utilize the fixed route system for as many trips as possible. This improved mobility will enhance people's quality of life and increase the capacity of the system to serve more people who are not able to use buses due to advanced age or impairment. Travel training has been proven an efficient way to cost effectively empower people to fully use public transit options.

Evaluation

Valley Metro RPTA will track the percentage of people decreasing their reliance on paratransit use and their increased usage of other options. Within a year of implementation, RPTA will report a five percent reduction in

paratransit use and a corresponding increase in utilization of other mobility options.

These five strategies will help move the region closer to a truly coordinated human services transportation system. The following future strategies will intensify the level of coordination and corresponding impact.



Future Considerations and Strategies



While the strategies included in this update will provide important benefits, additional work remains to realize the full potential this region has to offer. Coordination will need to progressively intensify in order to meet the expectations of the federal government as well as the people in need of transportation services. The first plan laid the foundation for coordination by increasing communication among providers and the knowledge about existing resources. The three short-term strategies enhance people's access to information and services. This update continues that work by building on this increased familiarity to standardize access to services and information.

In the next update, this region will consider how best to implement more intensive coordination strategies such as joint use agreements. Already, there are some promising examples of for profit and government programs working together to meet the needs of our citizens. Lessons can be learned from these early attempts and applied to future collaborations. Other examples abound across the country of useful models that can be replicated here.

Ultimately, consolidation of some services can be considered and implemented when proven to be the most effective option. Increasingly, the trend supports this strategy

as bearing the most benefits in terms of saved money, increased coordination and highest quality service. This and other options will be research fully and vetted through considerable debate among providers, funders, municipalities and community partners before committing to future action.



Conclusion

This region has significant resources and strengths in the area of human services transportation. A multitude of agencies offer quality programs that enhance people's dignity and self-sufficiency. Political will and community support bring focus to this issue in a constructive way. Many people offer their expertise and experience to develop the plans that will have a deep and meaningful impact. As stated earlier, if coordination was easy, it would have been done 30 years ago. While the task is not easy, the benefits are tremendous and the responsibility to improve coordination undeniable.

As presented, implementation of the strategies in this plan will take up to two years. At that time, new strategies will be considered and the plan will be updated. This effort is indebted to the plethora of people committed to its success. Lives can be changed as a result of its implementation. All have a role to play in this endeavor. For more information about the plan or the next steps forward, please contact MAG at (602) 254-6300 or at humanservices@mag.maricopa.gov.





Participant List

Government

Arizona Department of Economic Security
Arizona Department of Transportation
Arizona Health Care Cost Containment System
City of Avondale
City of El Mirage
City of Glendale
City of Goodyear
City Of Peoria
City of Phoenix
City of Surprise
City of Tolleson
Gila River Indian Community
Maricopa County
Maricopa County Special Transportation Services
San Lucy District
Tohono O'odham Nation
Town of Buckeye
Valley Metro/RPTA

Nonprofit Agencies

A Bridge to Independent Living
Aires Inc.
Area Agency on Aging
Arizona Center for the Blind and Visually Impaired
Arizona Kidney Foundation
Arizona Recreation Center for the Handicapped (ARC)
Arizona Spinal Cord Injury Association
Beatitudes Campus
Camp Fire USA, Greater Arizona Council
Central Arizona Shelter Services
Chandler Gilbert ARC
Chicanos Por La Causa Inc.
Civitan Foundation Inc.
East Valley Senior Services
Friendship Retirement Corp.
Foothills Caring Corporation
Foundation for Blind Children
Four Sisters Meals 2-U Inc.

Nonprofit Agencies (continued)

Gila Bend CAP Office and Senior Center
Gila River Family Community Center
Gila River Indian Care Center
Glencroft Retirement Community
Gompers Center
Goodwill of Central Arizona
Hacienda Healthcare
Homeward Bound
Horizon Human Services
Indian Health Center
Interfaith Community Care
LIFE, Inc.
Lutheran Social Services of the Southwest
Marc Center of Mesa Inc.
Mark Allen Foundation
Maximus
Native American Community Health Center Inc.
Neighbors Who Care Inc.
North Phoenix Visions Of Hope Center
Peoria Good Shepherd Care Center
Perry Rehabilitation Center
Phoenix Indian Center Inc.
Scottsdale Training and Rehabilitation Services
SELFF Inc.
Sun City West Foundation
TERROS Inc.
The Arc of Tempe
Toby House Inc.
Triple R Behavioral Health
United Cerebral Palsy Association of Central Arizona
Valley of the Sun School
Westview Services

Private Sector

Consumers and advocates
Total Transit
Transystem



Resources

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Agency	Physical Address	Service	Geographic Area Served
A New Hope Affordable Transportation		Private for-hire carrier.	Central Phoenix and Glendale.
AAA Full Transportation		Taxi service.	Statewide.
About Care, Inc	600 W Ray Rd. Ste. B5 Chandler, AZ 85225-7264	Transportation. Volunteers escort clients to and from medical or social service appointments and pharmacy after appointments if needed. Elderly.	Chandler/Gilbert areas with boundaries North of Queen Creek Rd. to the Mesa border, East to Val Vista Rd. and West to the I-10 freeway.
AIRES	2140 W Greenway Rd., Ste. 140 Phoenix, AZ 85023	Agency operated vehicles only. Agency clients only. Primarily developmentally disabled.	Maricopa County. Phoenix Metro Area.
All Valley Transportation		Private for-hire carrier.	Statewide.
Allstate Cab Co.		Taxi service.	Maricopa and Pima Counties.
American Cancer Society	2929 E Thomas Rd. Phoenix, AZ 85016-8034	Patient service, information and guidance. Provide transportation, patient education, summer camp for children with cancer and their siblings.	
American H.T.S.		Non emergency medical transportation.	Arizona and California.
American Kidney Foundation - Affiliate National Kidney Foundation Inc	4203 E Indian School Rd. Ste. 140 Phoenix AZ 85018-5341	Provide transportation to and from dialysis treatments.	
Angel Flight West	3161 Donald Douglas Loop South Santa Monica, CA 90405-3210	Free transportation to and from medical treatment or other compelling human need on private aircraft.	
Apache Junction Senior Center (5)		Agency operated vehicles only. Agency clients only - seniors residing in Apache Junction.	Apache Junction and surrounding areas.
Arizona Bridge to Independent Living		Agency operated vehicles only. Agency clients only.	Phoenix metro area.
Arizona Center for the Blind & Visually Impaired		Agency operated vehicles only. Agency clients only.	Northwest Valley.
Arizona Foundation for the Handicapped		Agency operated vehicles only. Agency clients only.	Phoenix metro area.
Arizona Recreation Center for the Handicapped		Agency operated vehicles only. Persons with disabilities participating in center programs.	Phoenix metro area.
Arizona Spinal Cord Injury Association	901 E Willetta St. Ste. 2306 Phoenix, AZ 85006-2727	Transportation Service. Local transportation and day and overnight trips for individuals in wheelchairs.	Arizona.
Assistance for Independent Living		Agency clients only for shopping or medical trips only.	N/R
Atypical Transportation Company		Service under contract to City of Scottsdale.	Scottsdale.
Beatitudes Campus	1610 W Glendale Ave. Phoenix, AZ 85021	Agency operated vehicles only. Agency clients only - serve seniors residing at Campus site at physical address.	North-Central Phoenix.
Beatitudes Center DOAR (Developing Older Adult Resources)	555 W Glendale Ave. Phoenix, AZ 85021-8799	Transportation to medical and social service appointments 9am-3pm Mon-Fri (rides scheduled 3-5 working days in advance and service limited to 1 ride/week and within 10-12 miles of home and no electric wheelchairs or carts.	Only for Fountain Hills, Glendale, Litchfield Park, Paradise Valley, Peoria, Phoenix, Scottsdale area.



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Agency	Physical Address	Service	Geographic Area Served
Buckeye Family Care Center	306 E Monroe, Buckeye, AZ 85326	Limited medical transportation.	
Carl T. Hayden Veterans Affairs Medical Center		Agency vehicles and service provided by contract providers. Agency clients only - VA approved.	Phoenix metro area.
CD Transport, LLC		Private for-hire carrier.	Arizona.
Central Arizona Shelter Services (CASS)		Agency operated vehicles only. Agency clients only.	Maricopa County.
Chandler Gilbert ARC		Agency operated vehicles only. Agency clients only - developmentally disabled.	North: Southern Avenue, South: Riggs Road, East: Ellsworth, West: 24th Street.
City of Phoenix Reserve-a-Ride		Agency operated vehicles supplemented by contract services. Elderly persons over 60 years of age, and persons with disabilities over 18 years of age.	Transportation service only extends to City of Phoenix boundaries.
City of Scottsdale - Cab Connection		No agency operated vehicles or contract services available. Persons over specified age and persons with disabilities.	City limits of Scottsdale.
City of Scottsdale - DAR		Contract services only to Valley Metro.	See Valley Metro.
City of Scottsdale - Trolley		Agency operated vehicles only.	Scottsdale downtown Chaparral, Drinkwater, 2nd Street, Goldwater.
City of Surprise		Agency operated vehicles only.	Surprise, Sun City, Sun City West, El Mirage and (93rd and T-Bird area) in Peoria.
Civitan Foundation, Inc	3509 E Shea Blvd. # 117 Phoenix, AZ 85028	We provide respite, habilitation, attendant care and transportation of our clients to and from Civitan programs and events.	Maricopa County .
ComTrans		Private for-hire carrier. Depends on requirements of contracting agencies.	Arizona.
Coolidge Cotton Express		Agency operated vehicles only.	City of Coolidge city limits .
Dependable Medical Transport Services (DMTS)		Non emergency medical transportation.	Arizona, California, Utah, New Mexico.
Desert Foothills Caring Corp.	480-488-1105		Anthem, Cave Creek and north Scottsdale.
East Valley Family Care Center	2204 S Dobson Rd. Ste 101 Mesa, AZ 85202-6457	Limited medical transportation.	
East Valley Senior Services, Inc	45 W University Dr. Mesa, AZ 85201-5831	Volunteers provide services residents who are homebound and age 60 and over.	City of Mesa residents.
El Mirage Community Action Program (CAP)	14010 N El Mirage Rd. El Mirage, AZ 85335-3101	El Mirage Dial-a-Ride. Door-to-door transportation for residents of El Mirage.	El Mirage and surrounding areas.



Resources

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Agency	Physical Address	Service	Geographic Area Served
El Mirage Senior Center	14010 N El Mirage Rd. El Mirage, AZ 85335-3101	Transportation to and from senior center and for minimal prescriptions, limited medical and social services. Referrals to other agencies for other transportation needs.	Transportation through Maricopa County Special Transportation 623-934-4256.
Express Transportation, Inc. (d/b/a Affiliated Transportation)		Private for-hire carrier.	Valleywide.
Fiesta Taxi		Private for-hire carrier.	Maricopa County.
Flights for Life	Confidential location - Phoenix AZ	Provide free non-emergency round-trip air transportation to ambulatory individuals in financial need who must travel for medical treatment.	
Foothills Caring Corps			
Foundation for Blind Children		Agency operated vehicles only. Agency clients only.	Valleywide.
Foundation for Senior Living		Agency operated vehicles only. Agency clients only.	Phoenix Metro including Avondale, Buckeye, Tempe, Chandler and Mesa.
Fountain Hills Taxi & Shuttle		Private for-hire carrier.	Arizona.
Gila Bend Primary Care Center	100 N Gila Blvd. Gila Bend, AZ 85337	Limited medical transportation.	
Glencroft		Agency operated vehicles only. Agency clients only.	Local area - Sun City, Peoria, Glendale, Phoenix.
Glendale Dial-a-Ride		Wheelchair accessible, curb-to-curb bus service within the service area. Service provided for general public, seniors, and disabled passengers. ADA service provided in accordance with established policies and guidelines.	Glendale with connections to Valley Metro, Phoenix DAR, and Peoria DAR.
Glendale Taxi Subsidy Program	6210 W Myrtle Ave Bldg. S Glendale, AZ 85301-1700	Subsidized taxi rides for Glendale residents to and from on-going medical treatment facilities within the City of Glendale.	City of Glendale.
Glendale Transit	6210 W Myrtle Ave Bldg. S Glendale, AZ 85301-1700	Agency operated vehicles supplemented by contract services.	City of Glendale.
Glendale Transit-GUS, Glendale Urban Shuttle (3)	6210 W Myrtle Ave Bldg. S Glendale, AZ 85301-1700	Wheelchair accessible bus service in central Glendale. Open to the public. Provide service to Maricopa County Primary Care Center, Justice Court, Probation Office, and other city offices including CAP.	Glendale Route 1, Route 2 and Route 3.
Gompers Center, Inc.		Agency operated vehicles only. Agency clients only.	Round-trip from home to Gompers Center - mainly Phoenix.
Good Shepherd Villa		Agency operated vehicles only. Agency clients only.	15 mile radius from Good Shepherd Villa.
Guadalupe Special Services		Agency operated vehicles only. Agency clients only - seniors 60 years of age or persons with disabilities.	City of Guadalupe.



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Agency	Physical Address	Service	Geographic Area Served
Hacienda, Inc.		Agency operated vehicles only. Agency clients only residing in our facilities.	Maricopa County, will transport outside of County, within Arizona if required by client.
Horizon Human Services		Agency operated vehicles only. Individuals with disabilities who reside in our group homes.	The Phoenix/Tempe metropolitan area.
Interfaith Community Care		Agency vehicles supplemented by volunteers and purchased transportation. Elderly and persons with disabilities within our service area.	Peoria, El Mirage, Surprise, Youngtown, Sun City, Grand and West.
Interfaith Cooperative Ministries	501 S 9th Ave. Phoenix, AZ 85007	Bus tickets for local transit system for job interviews for low income individuals.	
John C. Lincoln Health Network		Agency operated vehicles only. Network clients participating in adult day care, Head Start, living in senior apartments or transport to/from hospital.	Area bounded by Beardsley to the north; Glendale to the south; Tatum to the east; and 43rd Avenue to the west.
Just for You Transportation Service		Private for-hire carrier.	Maricopa County.
Kora's Radio Taxi Corp.		Private for-hire carrier.	Maricopa County.
Lifestar Ambulette		Non emergency medical transportation.	Statewide.
Lura Turner Homes, Inc.		Agency operated vehicles supplemented by contract services. Agency clients only - adults with developmental disabilities.	City of Phoenix and County of Maricopa.
MARC Center of Mesa		Agency operated vehicles only. Agency clients only	Maricopa and Pinal Counties.
Maricopa County Human Svcs. Special Transportation Services (STS)	Res: 602-372-4280 or toll free 1-866-550-2211 or TDD 602-372-4261	Door-to-door transportation for seniors, individuals with disabilities, and low-income individuals. Delivers noon meals to homebound individuals.	Maricopa County.
Maricopa County Human Svcs. Special Transportation Services (STS) Work Links Program	East Valley: 480-497-0350 X224 and West Valley: 602-372-4289	Temporary Transportation for low income individuals for employment and/or training for employment.	Maricopa County.
Medi-Trans		Non emergency medical transportation.	Valleywide.
Mehari Transportation		Taxi service.	Maricopa County.
Mesa Senior Services, Inc.		Taxi subsidy program, purchase of bus tickets and passes, volunteers, and mileage reimbursements. Elderly persons over 65 years of age and disabled persons 18 - 64 years of age.	Clients who live in Mesa may go within the reimbursement limits. No destination limits are set.
National Runaway Switchboard	3080 N Lincoln Ave. Chicago, IL 60657-4208	Administer Greyhound's Home Free program, gives free one-way bus tickets home for runaway and homeless youth age 12-20.	
NATIVE HEALTH	4520 N Central Ave., Ste 620 Phoenix, AZ 85012	Non emergency medical and dental transportation for NATIVE HEALTH patients only. To Phoenix Indian Medical Center by physician referral for NATIVE HEALTH patients. Wheelchair accessible.	Within a 50 mile radius of NATIVE HEALTH.



Resources

Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
NATIVE HEALTH - Native American Senior Center	1325 N 14th Street, Building A Phoenix, AZ 85012	Transportation to and from the Senior Center as well as medical, dental, social services, shopping and events for Senior Center participants only. Wheelchair accessible.	10 mile radius of 14th Street and McDowell Road.
Neighbors Who Care	10450 E Riggs Rd. Ste 113 Sun Lakes, AZ 85248-7760	Volunteers provide medical transportation, shopping, respite, friendly visiting, reassurance calls, business assistance, dinner delivery. Agency clients only.	Must live between Queen Creek and Riggs; Price and Val Vista.
Outreach Programs for Ahwatukee Seniors (OPAS)		No agency operated vehicles or contract services available. Any person 62 years of age or older who resides in Ahwatukee.	Clients need to be in zip code 85044, 85045, 85048.
Paradise Valley		Contract service providers. ADA certified individuals only.	Paradise Valley and 3/4 mile of a local bus route.
Paralyzed Veterans Association			
Peoria (City of) Transit	8850 N 79th Ave. Peoria, AZ 85345-7965	Transportation for any individual anywhere within the City of Peoria. Must reserve transportation 1 day in advance.	City of Peoria.
Perry Center AFH		Agency operated vehicles only. Agency clients only	Phoenix, Tempe, Glendale.
Phoenix (City of) Human Services Department (HSD) Reserve-A-Ride	3045 S 22nd Ave. Phoenix, AZ 85009-6981	Transportation to senior centers, adult centers, medical appointments, social service agencies and shopping. Reservations 2 working days in advance. Wheelchair accessible.	
Phoenix (City of) Human Services Department (HSD) Sunnyslope Family Services Center	914 W Hatcher Rd. Phoenix, AZ 85021-2453	Bus tickets for local transit system, for medical or work for low income individuals.	
Phoenix (City of) Human Services Department (HSD) Travis L Williams Family Services Center	4732 S Central Ave. Phoenix, AZ 85040-2150	Limited bus tickets for local transit system, for medical or work for low income individuals.	
Phoenix Dial-a-Ride		Agency operated vehicles operated by contractors. Seniors and ADA certified individuals.	Seniors and ADA certified individuals.
Phoenix El Transportation		Private for-hire carrier.	Valleywide.
Phoenix Fire Department Night Rescue		Contract services. Persons with disabilities who use wheelchairs who are stranded.	Maricopa County.
Phoenix Indian Medical Center (4)		Agency operated vehicles supplemented by contract services. Agency clients only - AHCCCS HIS eligibility required.	Phoenix metro area.
Phoenix Shanti Group		No agency operated vehicles or contract services available. Agency clients only.	Local.
Phoenix Van Services		Private for-hire carrier.	East Valley and Phoenix metro area.



Resources

Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
R & R Respite Care	246 N Washington St. Wickenburg, AZ 85390-4414	Personal services. Food service including snacks and hot lunches, personal care, health monitoring, transportation, and pet therapy for individuals with Alzheimer's Disease, Parkinson's Disease, related dementia or stroke, social isolation, depression, or physical impairments.	
Safe Ride Services, Inc.		Non emergency medical transportation.	Statewide, border to border in Arizona and New Mexico.
Salt River Pima-Maricopa Indian Community		Agency operated vehicles only. Community residents.	Service area bounded by Indian Bend Rd. to the north; Baseline to the south; Lindsey to the east; and 68th Street to the west.
Salvation Army - Apache Junction	605 E Broadway Ave. Apache Junction, AZ 85219-5214	Transportation. Provide transportation for seniors and individuals with disabilities.	
Salvation Army Glendale Corps	6010 W Northern Ave. Glendale, AZ 85301-1254	Provide bus tokens for medical appointments for people in need.	
San Lucy District		Agency operated vehicles only. Tribal members only.	Phoenix, Tucson, Casa Grande, Buckeye, Ajo, Sells, Eloy, Coolidge, Payson, Prescott, Flagstaff.
Scottsdale (City of) Transportation Department Trip Reduction Program & Transportation Planning	7447 E Indian School Rd. Ste 205 Scottsdale, AZ 85251-3915	Cab Connection. Subsidized taxi voucher program for Scottsdale residents who are disabled or are age 65 and over. Enrolled participants may request up to 20 subsidized taxi vouchers per month.	
Scottsdale Training and Rehabilitation Services		Agency operated vehicles only. Agency clients only.	Boundaries of Happy Valley Road to the north, Central Avenue to the West, Elliot Road to the South and Dobson Road to the East.
South Mountain Community Center	212 E Alta Vista Rd. Phoenix, AZ 85040-4219	Transportation available for shopping and other errands for seniors age 60 and over and persons with Title XX or physician certified disabilities. Discount transportation tickets available for members.	
Southwest Behavioral Health		Agency operated vehicles only. Agency clients only.	Mostly throughout Maricopa County and Payson area.
Sun Cities Area Transit (SCAT)	9445 N 99th Ave. Peoria, AZ 85345-6913	On demand response dial-a-ride transportation. Request needed for wheelchair service. Call 24-hours in advance 7:15 am-4:45 pm Mon-Fri and 7:15 am-3 pm Sat, Sun, holidays by reservation only by 2 pm the previous Thurs.	
Surprise (City of) Community Initiatives	15832 N Hollyhock St. Surprise, AZ 85374-4175	Taxi Coupon Program. Provide Surprise residents with subsidized taxi coupons from AAA/MTBA Taxi Company for those that are undergoing chronic dialysis treatment or residents registered with Valley Metro as an ADA client.	



Resources

Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
Surprise Dial-a-Ride		Transportation Services. Curb side service for Surprise residents only 16 years of age or older. Fee, for reservations call 623-222-1622. Hours; 7 am-5 pm Mon-Fri.	Surprise, Sun City, Sun City West, El Mirage, and Youngstown.
The Centers for Habilitation		Agency operated vehicles only. Agency clients only.	East Valley and portions of Phoenix metro area.
The Salvation Army Project HOPE		Agency operated vehicles only. Homeless population in Phoenix.	Phoenix city limits.
The Salvation Army Senior Asian Outreach (3)		Agency operated vehicles only. Asian seniors 60 years of age or greater.	Greater Phoenix area and surrounding cities.
The Salvation Army Senior Transportation Outreach		Agency operated vehicles only. Seniors over 60 years of age attending programs or residing in our low income senior housing.	North to Thomas; South to Buckeye, East to 13th Street; West to I-17.
Tidwell Family Care Center	16560 N Dysart Rd. Ste A Surprise, AZ 85374-3747	Limited medical transportation.	
TLC Taxi/Tender Loving Care Transport		Private for-hire carrier.	Maricopa County.
Total Transit, Inc. d/b/a Discount Cab & Meditran		Private for-hire carrier.	Maricopa County, Prescott Valley, Tucson.
Triple R Behavioral Health Inc.		Agency operated vehicles only. Agency clients only - indigent adults with serious mental illness.	Maricopa County and Apache Junction.
United Cerebral Palsy (UCP) of Central Arizona, Inc	1802 W Parkside Ln. Phoenix, AZ 85027-1322	Transportation to and from UCP services for physically and/or developmentally disabled adults and children.	Route 51 to the east and 75th Avenue to the west.
Valley Metro	302 N 1st Ave Ste 700 Phoenix, AZ 85003-1598	Public bus transportation. Wheelchair accessible buses available on selected routes.	
Valley Metro RPTA (2)		Agency operated vehicles and contract services.	Tempe, Scottsdale, Mesa, Chandler, and Town of Gilbert; some service provided to Paradise Valley and bordering areas of Phoenix.
Valley of the Sun School and Habilitation Center		Agency operated vehicles only. Agency clients only.	Depending on available space. Peoria, Glendale, Phoenix, Scottsdale, Sun City.
Volunteer Interfaith Caregivers Program (VICap)		Volunteers.	Glendale, Fountain Hills, Litchfield Park, Paradise Valley, Peoria, Phoenix, and Scottsdale.
Wickenburg Family Care Center	466 W Wickenburg Way Wickenburg, AZ 85390	Limited medical transportation.	
Yellow Cab Company of Phoenix		Private for-hire carrier.	Maricopa and Pima Counties.



Maricopa Association of Governments
Human Services Coordination
Transportation Plan – 2008 Update

City of Litchfield Park

Office of the Mayor

February 12, 2008

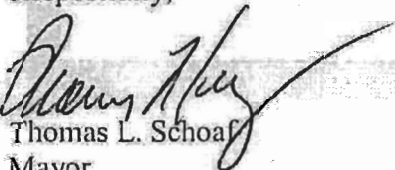
Mayor James Cavanaugh
City of Goodyear
190 North Litchfield Road
Goodyear, Arizona 85338

Dear Mayor Cavanaugh:

I am writing you as Host Chairman of the February, West Valley Mayors and Managers meeting. At that meeting the West Valley Mayors reached a consensus concerning both the interim and upcoming 2 year term of the Vice Chairman of the MAG Transportation Policy Committee (TPC). We respectfully request that you include on the agenda for the February 27, 2008 Regional Council meeting an item regarding the selection of the Interim Vice Chair for TPC.

The West Valley Mayors support the selection of Mayor Marie Lopez Rogers to serve as the Interim Vice Chair and will also advance her name for appointment to the Vice Chair seat beginning June 2008. We believe that her background in transportation issues makes her a good candidate for this position and that her appointment will ensure regional balance.

Respectfully,



Thomas L. Schoaf
Mayor
City of Litchfield Park

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update. The proposed amendment includes new transit projects for the City of Phoenix and a federally-funded pedestrian project for the Town of Gilbert. In addition, an administrative modification includes the repackaging of pre-design, design, and right-of-way projects for Maricopa County improvements to El Mirage Road and changes to the allocation of funding amounts for several City of Scottsdale intersection projects. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessments are requested by February 22, 2008.

PUBLIC INPUT:

An opportunity for public comment was provided at the February 13, 2008 MAG Management Committee meeting and no public comments were received.

PROS & CONS:

PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

CONS: The review of the conformity assessments requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment may not be considered until the consultation process for the conformity assessments is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the February 13, 2008 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
Matthew Busby for George Hoffman,
Apache Junction
Jeanine Guy, Buckeye
Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Dr. Spencer Isom for B.J. Cornwall,
El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
* Kate Zanon, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
Brian Dalke, Goodyear

Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
* Frank Fairbanks, Phoenix
Patrick Flynn for John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Kwi-Sung Kang for Victor Mendez, ADOT
Kenny Harris for David Smith, Maricopa
Co.
Bryan Jungwirth for David Boggs,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: On January 31, 2008, the MAG Transportation Review Committee unanimously recommended approval of an Administrative Modification to the FY 2008-2012 Transportation Improvement Program, the FY2008 Arterial Life Cycle Program, as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
*ADOT: Dan Lance
Avondale: David Fitzhugh
*Buckeye: Scott Lowe
Chandler: Patrice Kraus
*El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
*Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Mike James for Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Burton Charron for David Moody
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: David Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
*Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott
*Street Committee: Darryl Crossman

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

RESOLUTION TO REQUEST THE ENVIRONMENTAL PROTECTION AGENCY TO PROVIDE
SUFFICIENT TIME FOR EXISTING MEASURES TO TAKE EFFECT IN THE IMPLEMENTATION OF
A MORE STRINGENT EIGHT-HOUR OZONE STANDARD

WHEREAS, the Maricopa Association of Governments (MAG) is a Council of Governments composed of twenty-five cities and towns within Maricopa County and the contiguous urbanized area, the County of Maricopa, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, Arizona Department of Transportation, and Citizens Transportation Oversight Committee; and

WHEREAS, the Governor of Arizona designated MAG as the regional air quality planning agency and metropolitan planning organization for transportation in Maricopa County; and

WHEREAS, the Environmental Protection Agency published a proposed rulemaking on July 11, 2007 to revise the eight-hour ozone standard to provide increased public health protection for children and other at risk populations; and

WHEREAS, the Maricopa Association of Governments believes that it is important for the Environmental Protection Agency to establish air quality standards to protect public health; and

WHEREAS, the MAG Eight-Hour Ozone Plan was submitted to the Environmental Protection Agency by June 15, 2007 and demonstrated attainment of the current standard with existing measures in place by the June 15, 2009 attainment date; and

WHEREAS, there have been three consecutive three year periods with no violations of the eight-hour ozone standard at the monitors; and

WHEREAS, MAG is embarking upon an Eight-Hour Ozone Maintenance Plan to demonstrate that the standard will be maintained with existing measures in place, including the new ozone measures in SB 1552 passed by the Arizona Legislature in 2007; and

WHEREAS, the Arizona Legislature and the local governments in the region have implemented several aggressive measures over time which have been successful in eliminating violations of the current eight-hour ozone standard and the prior one-hour ozone standard; and

WHEREAS, through the leadership of the Environmental Protection Agency, numerous federal measures have also been adopted to reduce ozone, including the Tier 2 Motor Vehicle Emission Regulations; Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements; and Nonroad Diesel Engines and Fuel Rules.

NOW THEREFORE, BE IT RESOLVED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS REGIONAL COUNCIL as follows:

SECTION 1. That the MAG Regional Council supports the establishment of air quality standards designed to protect the public health of the citizens in the Maricopa region.

SECTION 2. That the MAG Regional Council further requests that the Environmental Protection Agency provide sufficient time for the measures that have already been adopted by the Arizona Legislature, local governments, and federal government to take effect in the implementation of a more stringent eight-hour ozone standard.

PASSED AND ADOPTED BY THE REGIONAL COUNCIL OF THE MARICOPA ASSOCIATION OF GOVERNMENTS THIS TWENTY-SEVENTH DAY OF FEBRUARY 2008.

James M. Cavanaugh, Chair
MAG Regional Council

ATTEST:

Dennis Smith
Executive Director

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

Social Services Block Grant Allocation Recommendations

SUMMARY:

Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for which services should be directed to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities. The MAG Human Services Technical Committee and the MAG Human Services Coordinating Committee both recommended approval of the recommendations in January 2008.

The allocation recommendations for the 2008-2009 fiscal year have not changed from the 2007-2008 fiscal year in the amount of \$4,090,500. Attached are the priority needs, services, and funding recommendations for the State FY 2008-2009 SSBG Plan according to the four target groups of adults, children and families; the elderly; persons with disabilities; and persons with developmental disabilities.

PUBLIC INPUT:

An opportunity for public input was provided at the January 10, 2008 MAG Human Services Technical Committee meeting. One social service provider expressed concern that the current shelter system is at capacity and that any reductions in funding would lead to increases in homelessness. An additional opportunity for public input was offered at the January 15, 2008 MAG Human Services Coordinating Committee meeting. No input was offered at that time. Another opportunity for public comment was offered at the February MAG Management Committee meeting but no input was offered.

PROS & CONS:

PROS: DES allows MAG to identify, at the most local level, priority needs to be funded and contracted by DES in local communities. The Social Services Block Grant is one of the most flexible funding sources, and as such, is a critical funding source to meet human services needs.

CONS: The need exceeds the funds available. The funding base at the federal level has not kept pace with this increased need, causing significant funding shortages at the local level.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Since the advent of welfare reform in 1996, Congress has reduced the federal allocation of SSBG by 15 percent. The future of both the locally and state planned SSBG services depends on the recognition of the importance of these dollars at the federal level and a restoration of SSBG to its original \$2.38 billion level. The need has continued to grow exponentially, making it difficult to offer services under the current funding level. A funding reduction of 19.722 percent was proposed but not implemented for FY07 and FY08. DES has requested that MAG proceed with the planning process for FY09 that does not reflect any reduction from the FY08 amount.

POLICY: The provision of adequate human services programs enhances people's quality of life and assists them to participate more productively in the community. Without supports like job coaching for example, people with disabilities will not be able to maintain employment and will require more financial assistance. The services supported by SSBG funding empowers people to be more self-sufficient. Fair share funding is a critical concern for the region. The MAG Regional Council has advocated for more equitable federal funding for SSBG, Community Services Block Grant, Community Development Block Grant and the Low-Income Home Energy Assistance Program.

ACTION NEEDED:

Approval of the SSBG allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee recommended approval of the FY09 Social Services Block Grant allocation recommendations on February 13, 2008.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale, Vice Chair	Scott Butler for Christopher Brady, Mesa
# Matthew Busby for George Hoffman,	* Jim Bacon, Paradise Valley
Apache Junction	Carl Swenson for Terry Ellis, Peoria
Jeanine Guy, Buckeye	* Frank Fairbanks, Phoenix
Jon Pearson, Carefree	# Patrick Flynn for John Kross,
* Usama Abujbarah, Cave Creek	Queen Creek
Mark Pentz, Chandler	Bryan Meyers, Salt River Pima-Maricopa
Dr. Spencer Isom for B.J. Cornwall,	Indian Community
El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Phil Dorchester,	Charlie Meyer, Tempe
Fort McDowell Yavapai Nation	* Reyes Medrano, Tolleson
* Kate Zanon, Fountain Hills	Gary Edwards, Wickenburg
* Lynn Farmer, Gila Bend	Lloyce Robinson, Youngtown
Joseph Manuel, Gila River Indian	Kwi-Sung Kang for Victor Mendez, ADOT
Community	Kenny Harris for David Smith,
George Pettit, Gilbert	Maricopa County
Jessica Blazina for Ed Beasley, Glendale	Bryan Jungwirth for David Boggs,
Brian Dalke, Goodyear	Valley Metro/RPTA
Mark Johnson, Guadalupe	

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

The Human Services Coordinating Committee voted to recommend approval of the FY09 Social Services Block Grant allocation recommendations on January 15, 2008.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair	+ Catalina Mena for Leslie Evans, Tempe
Connie Stepnitz for Vice Mayor Rob Antoniak,	Community Council
Goodyear	Laura Guild for Susan Hallett, Arizona
+ Councilmember Dave Crozier, Gilbert	Department of Economic Security
* Councilmember Roy Delgado, El Mirage	* Councilmember Kyle Jones, Mesa, Vice Chair
Councilmember Trinity Donovan, Chandler	+ Vice Mayor Manuel Martinez, Glendale

+ Judy Bowden for Carol McCormack, Mesa
United Way
Donna Reid, Chair of the City of Scottsdale
Human Services Commission

+ Jayson Matthews for Councilmember Onnie
Shekerjian, Tempe
* Supervisor Mary Rose Wilcox, Maricopa
County

+Those members present by audio/videoconferencing.

*Those members neither present nor represented by proxy.

The MAG Human Services Technical Committee voted to recommend approval of the FY09 Social Services Block Grant allocation recommendations on January 10, 2008.

MEMBERS ATTENDING

Carl Harris-Morgan, Gilbert, Chairman
Kathy Berzins, Tempe
Judy Bowden, Mesa United Way
Paige Garrett, Quality of Life Community
Services, Inc.
Joyce Gross, Buckeye
Tim Cole for Jeffery Jamison, City of Phoenix
Deanna Jonovich, Phoenix
Jim Knaut, Area Agency on Aging
Margarita Leyvas, Maricopa County

* Joyce Lopez-Powell, Valley of the Sun United
Way
Dan Lundberg, City of Surprise
Jayson Matthews, Tempe Community Council
Joy McClain, Tolleson
Jose Mercado for Doris Marshall, Phoenix
Jeff Young for Sandra Mendez, DES/CSA
* Kyle Moore, DES/ACYF
Sylvia Sheffield, Avondale
Carol Sherer, DES/DDD
+ Patrick Tyrrell, Chandler

+Those members present by audio/videoconferencing.

*Those members neither present nor represented by proxy.

CONTACT PERSON:

Amy St. Peter, MAG, (602) 254-6300

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ELDERLY

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Elderly persons with physical or mental limitations and economic barriers increasingly are unable to provide for their nutritional needs. Collaboration, coordination and/or cooperation in delivering services are of prime importance to resolving this problem. There is increased concern about the possible loss of federal programs that have met this need in the recent past.	(2) HOME DELIVERED MEALS	Assist persons who cannot prepare their meals, are without other resources to assist them in this function, and who would be at risk of institutionalization were it not offered.	\$411,214	\$411,214
#2 Elderly persons with physical or mental limitations and economic barriers may be institutionalized prematurely because of a lack of home and community based services.	(4) HOME CARE: Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services	Provide in-home care (Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services) to persons who are unable to perform activities of daily living and thus are at risk of institutionalization.	\$159,604	\$159,604
	(11) ADULT DAY CARE/ADULT DAY HEALTH CARE	Provide care and supervision, a noon meal, socialization, structured activities, personal care and physical/intellectual stimulation in a community setting to frail elderly who are at risk of institutionalization because they are unable to be alone for long periods of time due to their condition.	\$203,322	\$203,322
#3 Specialized transportation is a major problem for elderly because (a) their physical and economic conditions often limit their ability to use available transportation and (b) transportation is unavailable in some areas of the county and unavailable at needed times in those areas of the county where there is available transportation. Because of these limitations, elderly persons are unable to access available services. This is especially critical for the growing number of elderly individuals with chronic medical conditions, such as the need for dialysis and chemotherapy.	(12) TRANSPORTATION	Transport and/or escort elderly people who are without other resources to needed services.	\$34,581	\$34,581

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ELDERLY

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#4 Elderly living on fixed incomes experience difficulty meeting their housing costs including rent, utilities, maintenance, repairs, taxes and insurance. There is concern about potential funding cuts in federal utility assistance programs.			No SSBG funds recommended.	No SSBG funds recommended.
#5 Elderly people often have difficulty obtaining medical, dental, housing, social or recreational services. Programs such as Medicaid (AHCCCS or ALTCS), energy assistance, food stamps, housing, and others are inadequate to meet the needs of elderly people. As a result of the delays and denials encountered, they experience economic hardships and emotional stress.	(24) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING	Assist elderly who are in crisis or in an unsatisfactory living situation to enable them to live as independently as possible.	\$177,775	\$177,775
#6 Elderly are subjected to physical, emotional and financial abuse, neglect and exploitation.			No SSBG funds recommended.	No SSBG funds recommended.
#7 Limited behavioral health resources do not provide adequate prevention and treatment services to this population. Elderly living in Arizona experience the highest suicide rate in the nation.			No SSBG funds recommended.	No SSBG funds recommended.
#8 Community outreach to the elderly generally is not inclusive nor responsive to cultural and language diversity, and some elderly do not perceive themselves as being eligible or needing services.			No SSBG funds recommended.	No SSBG funds recommended.
#9 Care giving responsibilities often produce physical, emotional and financial stress for a family.			No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ELDERLY

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#10 Elderly often need to work due to economic conditions and changing family structures. They often experience age discrimination in employment and need education, retraining and support to help them find and retain jobs with adequate wages.			No SSBG funds recommended.	No SSBG funds recommended.
#11 Elderly often need assistance with legal issues, including guardianship, living wills, durable powers of attorney, and medical and property issues.			No SSBG funds recommended.	No SSBG funds recommended.
TARGET GROUP TOTAL FUNDING RECOMMENDATION			\$986,496	\$986,496

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Adults, families and children are unable to meet basic needs and to attain a level of self-sufficiency.	SHELTER - (1) Homeless Families and Individuals (7) Transitional Housing for the Homeless who are Elderly and Disabled	SHELTER - Provide homeless families with shelter at an emergency homeless shelter and supportive services to decrease future emergency housing needs. Provide transitional housing for homeless individuals who are elderly or have physical disabilities.	\$165,479 [\$82,739.5] [\$82,739.5]	\$165,479 [\$82,739.5] [\$82,739.5]
	CASE MANAGEMENT - (5) Basic Needs	Assist individuals and families in dealing with a variety of crisis situations (financial, housing, nutrition, abuse, stress, family functioning) by providing support, identifying appropriate resources, assisting in the development of a plan to resolve the immediate problem(s) presented, and assisting the client in developing a plan to achieve self-sufficiency.	\$920,979	\$920,979
	CASE MANAGEMENT (8) Homeless, Emergency Shelter	Provide a broad array of support and services to homeless individuals in emergency shelter to develop a service plan and secure appropriate resources.	\$173,059	\$173,059
#1 - continued	CASE MANAGEMENT (9) Homeless, Transitional Housing	Assist homeless individuals/families, including victims of domestic violence, in a transitional housing program to develop a service plan, provide support and secure appropriate resources.	\$64,376	\$64,376
	TRANSPORTATION (14) Homeless/Unemployed	Assist homeless or unemployed individuals with transportation.	\$15,736	\$15,736
	CRISIS SHELTER SERVICES (3) Domestic Violence	Provide short-term counseling and shelter to adults and families experiencing crisis situations, which may include domestic violence, neglect, exploitation and abuse (physical/mental).	\$334,136	\$334,136
#2. Individuals Experience Abuse and Neglect	CRISIS SHELTER SERVICES	Assist children who have run away from home or who are experiencing serious family disruption. The service is intended	\$69,217	\$69,217

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
	(6) Children and Runaway Children	for children referred from a variety of sources, not only Child Protective Services (CPS) referrals.		
	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (18) Outpatient Domestic Violence Victims	This service is intended to be provided countywide and first priority should be given to referrals for service that come from the domestic violence shelters in Maricopa County. This service focuses on providing short-term support and identification of community resources. The goals of this service are to improve the emotional and mental well being of eligible individuals; to increase or maintain safety and self-sufficiency of the eligible individuals; and to ensure the availability of information about and access to appropriate human services and community resources.	\$40,332	\$40,332
#2 <i>Continued</i>	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (19) High Risk Children	Provide counseling directly to a "high risk= child to prevent the child=s lack of self-esteem, poor school performance, illiteracy, or functional limitations. The service may secondarily address impacts upon the child resulting from inadequate parenting, inadequate role modeling, poverty, or family stresses. Assistance may be provided in a community or school setting. The intent is not to supplant other funding sources, but to expand the availability of this type of service.	\$47,021	\$47,021
	CASE MANAGEMENT (28) Pregnant/Parenting Youth	Assist pregnant and parenting youth to resolve immediate problems and secure necessary resources to achieve self-sufficiency.	\$93,976	\$93,976
	(37) PARENTING SKILLS TRAINING	Train parents to prevent abuse and neglect of children. This service also targets pregnant teenagers to prevent potential child abuses.	No SSBG funds recommended.	No SSBG funds recommended.
#3	Affordable housing is not available for all individuals.		No SSBG funds recommended.	No SSBG funds recommended.
#4	Individuals need encouragement, education and support to enable them to find and maintain jobs with adequate wages and relevant job training.		No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#5 An adequate level of supervision, education and protection is needed for infants and children.			No SSBG funds recommended.	No SSBG funds recommended.
#6 There is a need to support community programs that create conditions and opportunities for children and youth that support positive development.	(39) PREVENTION [AZ Dictionary definition: <i>This service provides for planned efforts to prevent specific conditions, illnesses, injuries, or environmental hazards that could place an individual or community at risk for a negative social or health outcome.</i>]	<ul style="list-style-type: none"> Community-based service which demonstrates and documents increased resiliency among youth at risk and demonstrates and documents the reduction of risk factors within a community or youths= living environment(s). For purposes of this intent, <i>resiliency</i> is defined as <i>the capacity to spring back, rebound, successfully adapt in the face of adversity, and develop social competency despite exposure to severe stress. Youth are defined as young residents of Maricopa County generally described by (but not limited to) school grade/year levels Kindergarten through nine and/or ages five (5) years through sixteen (16) years--with emphasis on upper elementary through junior high age youth.</i> Process and outcome evaluation methodology and reporting are required components of all proposals and awards. Requires collaborative effort among agencies, documented by signed letters of commitment. Collaboration is defined as: Communities, agencies or local organizations joining together, through written agreements, to provide services, based on common goals and shared funding. Partners agree to pool resources, jointly plan, implement and evaluate new services and procedures and delegate individual responsibility for the outcomes of their joint efforts. (See RFP for more complete definitions.) 	No SSBG funds recommended.	No SSBG funds recommended.
#7 Families with infants and children require support to develop and maintain a positive, stable atmosphere, which will nurture children, provide them with security and protection, and prepare them for the future.			No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#8 Individuals, families and children are unable to effectively cope with behavioral health (alcohol and drug abuse and mental health) problems. Lack of prevention and early intervention services increases the seriousness of these problems. The suicide rate for teenage Arizona youth continues to be one of the highest in the nation.			No SSBG funds recommended.	No SSBG funds recommended.
9 Minority youth are over represented in the criminal justice system and child protective services system and under represented in other systems.			No SSBG funds recommended.	No SSBG funds recommended.
#10 The increasing number and circumstances of teen pregnancies is alarming in terms of negative social consequences for the teen parents, their child, their families, and society in general. Teen pregnancy may be a symptom or an indicator of other serious problems. There appears to be no consensus regarding which strategy(ies) may prevent unnecessary teen pregnancies or their causes.			No SSBG funds recommended.	No SSBG funds recommended.
11 Individuals need opportunities for positive socialization.			No SSBG funds recommended.	No SSBG funds recommended.
#12 The service delivery system is fragmented and lacks a coordinated approach to meeting the community-identified needs of children and families.			No SSBG funds recommended.	No SSBG funds recommended.
TOTAL TARGET GROUP FUNDING RECOMMENDATION			\$1,924,311	\$1,924,311

DISTRICT 1: MARICOPA COUNTY -- 2008 - 2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Individuals who have developmental disabilities and their families lack access, resources and opportunities to year round community day programs, socialization services, recreation activities, respite services and transportation resources.	(25) RESpite SERVICE (40) SOCIALIZATION AND RECREATION SERVICES	Trained and qualified staff provide supervision, short-term care, a safe living environment, support and relief to the caregivers of individuals who have developmental disabilities. Service priority is to caregivers, whose individuals are not eligible for ALTCS or AzeIP funded services. Trained and qualified staff provide opportunities and participation in integrated socialization, recreation and community day programs to individuals who have developmental disabilities. Service is not used by ALTCS eligible individuals for ALTCS funded services.	\$36,229 No SSBG Funds recommended.	\$36,229 No SSBG Funds recommended.
	(16) TRANSPORTATION SERVICE	Trained and qualified staff provide transportation services to individuals of any age who have developmental disabilities. ALTCS eligible individuals may use SSBG funded transportation service to access non-ALTCS services described in their Individual Service Plan (ISP).	\$25,350	\$25,350
#2 Many individuals who have developmental disabilities exit the school system and are unable to access meaningful community employment or specialized employment-related programs. MAG committee members agree mentoring/training of employers who hire individuals who have developmental disabilities are beneficial. Retraining employers is also critical so positions held by individuals who have developmental disabilities are retained in the event of a leadership change or staff turnover.	EXTENDED SUPPORTED EMPLOYMENT SERVICES (15) (23)	Services are for individuals who have developmental disabilities and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS and ALTCS eligible individuals. Services are for individuals who have developmental disabilities, reside in their family home and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS eligible individuals.	\$336,435 \$74,761 (\$411,196)	\$336,435 \$74,761 (\$411,196)
#3 Individuals who have developmental disabilities have limited access to	(32) OCCUPATIONAL THERAPY	Service is by medical prescription and under the supervision and/or delivered by a licensed or registered Occupational	No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008 - 2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
therapeutic services, instructional role models and community support systems, to minimize functional severity of their disabilities and to enhance necessary coping skills for daily life activities with their families and others in the community.		Therapist, to direct participation of individuals who have developmental disabilities in selected therapy activities to restore, maintain and improve functional skills. Service is for non-ALTCS eligible individuals and does not supplant or supplement AzEIP funded services.		
	(36) SPEECH THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Speech Language Pathologist, to improve communication skills of individuals who have developmental disabilities, in the areas of receptive and expressive language, voice, articulation, fluency and aural habilitation, through therapy evaluations, programs, training and treatment modalities. Service is for non-ALTCS eligible individuals and does not supplant or supplement AzEIP funded services.	No SSBG funds recommended.	No SSBG funds recommended.
	(33) PHYSICAL THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Physical Therapist, to provide therapy treatment for individuals who have developmental disabilities and to maintain, improve or restore muscle tone, joint mobility or physical function. The service is for non-ALTCS eligible persons and does not supplant or supplement AzEIP funded services.	No SSBG funds recommended.	No SSBG funds recommended.
	(38) SUPPORTIVE INTERVENTION/ GUIDANCE COUNSELING	Service is delivered by a licensed psychologist to provide support, intervention and counsel to an individual's caregiver, family member or individual who has developmental disabilities. Service is not limited by age or ALTCS eligibility.	No SSBG funds recommended.	No SSBG funds recommended.
#4 Many individuals who have developmental disabilities need skill development, training and assistance in their daily living activities and personal care needs, in one's home or in the community.	(27) HABILITATION SERVICES	Trained and qualified staff provide individuals who have developmental disabilities with strategies, training and assistance in the areas of habilitative therapies, special developmental skills, behavior intervention, sensory motor skills, daily living activities and personal care, to maximize one's functional skills and quality of life in the community. Service is for non-ALTCS eligible individuals.	\$35,671	\$35,671
	(21) ATTENDANT CARE SERVICE	Trained and qualified staff provide individuals who have developmental disabilities the necessary services to remain in one's home, to maintain a safe and sanitary living environment, to participate in daily living activities,	\$35,330	\$35,330

DISTRICT 1: MARICOPA COUNTY -- 2008 - 2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#5 Individuals who have developmental disabilities become parents and lack or have limited family support systems, appropriate community resources, family assistance benefits, varied levels of parenting skills and limited or no transportation resources, to be effective parents for their children and to function as a family unit in the community.	PARENT AIDE SERVICE	community resources and work activities. Service is for non-ALTCs eligible individuals. Qualified staff that are trained and skilled in parent aide services, provide to parents who have developmental disabilities, a range of long term, in-home support services, which include parent training in roles and responsibilities to their children, home management training and direct family assistance services, according to the family's service plan. Service is not limited by client age or ALTCs eligibility.	No SSBG funds recommended.	No SSBG funds recommended.
TARGET GROUP TOTAL FUNDING RECOMMENDATION			\$543,776	\$543,776

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DISABILITIES

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Many individuals with disabilities need assistance and access to a more coordinated and greater array of resources and services such as employment, training, transportation, affordable and accessible housing, attendant and personal care and dental care to achieve independent living.	(10) HOME DELIVERED MEALS	Provide and deliver nutritious meals to non-elderly persons with disabilities to enable them to remain as independent as possible. Persons with physical disabilities should be given first consideration.	\$19,104	\$19,104
	(13) HOME CARE: <ul style="list-style-type: none"> Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services 	Provide a program of services to enable non-elderly persons with disabilities to remain in their own homes. Persons with physical disabilities should be given first consideration.	\$37,318	\$37,318
	(17) SUPPORTED EMPLOYMENT, EXTENDED	Provide a continuum of specialized employment related services for persons with severe disabilities to enable them to maintain employment in the least restrictive environment possible for the individual.	\$239,452	\$239,452
	(20) CONGREGATE MEALS	Provide nutritious meals to persons with disabilities in a congregate setting.	\$13,425	\$13,425
	(22) ADULT DAY CARE/ADULT DAY HEALTH CARE <ul style="list-style-type: none"> Non elderly 	Provide services to non-elderly persons with disabilities utilizing existing community programs wherever possible. Persons with physical disabilities should be given first consideration.	\$13,425	\$13,425
	(26) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING <ul style="list-style-type: none"> Employment Related 	Assist persons with disabilities in recognizing strengths and limitations, needs and opportunities, to enable the individual to become employable.	\$22,540	\$22,540

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DISABILITIES

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 <i>Continued</i>	(29) ADAPTIVE AIDS AND DEVICES	Provide aids or devices to assist persons with disabilities to become as self-sufficient as possible.	\$19,692	\$19,692
	(30) REHABILITATION INSTRUCTIONAL SERVICES	Provide a program of services to enable individual persons with disabilities to remain as independent as possible.	\$21,040	\$21,040
	(34) INTERPRETER --access community services	Provide interpreter service to assist individual persons with disabilities in accessing community services.	No SSBG funds recommended.	No SSBG funds recommended.
#2 Lack of transportation is the greatest barrier and frustration to accessing programs that are available to persons with disabilities.			No SSBG funds recommended.	No SSBG funds recommended.
#3 Many individuals with disabilities, including those who are homeless and those who are from diverse and/or non-English speaking cultures, lack the information, training, skills or assistance to effectively access services and benefit programs.	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (31) Access to Benefits (41) People with disabilities who are homeless (35) Coping with Stress of a Disability	a. Provide information and assistance to persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration. b. Provide information and assistance to homeless persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration. 3. Assist persons with disabilities in coping with stress and the effects of their disability to enable them to be as independent as possible.	No SSBG funds recommended. No SSBG funds recommended. No SSBG funds recommended.	No SSBG funds recommended. No SSBG funds recommended. No SSBG funds recommended.
#4 Many individuals with disabilities have limited access to social and recreational	(42) VOLUNTEER MANAGEMENT		No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DISABILITIES

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
programs in the community.	<ul style="list-style-type: none"> Socialization and Recreation Services 	Provide a coordinator of volunteers for a recreation/socialization program for persons with severe disabilities.		
#5 Early information is needed for people with disabilities to attain an optimal functional level.			No SSBG funds recommended.	No SSBG funds recommended.
#6 Many individuals with disabilities have limited access to public buildings.			No SSBG funds recommended.	No SSBG funds recommended.
#7 A lack of sensitivity awareness or peer mentoring by employers of people who have disabilities often exists. A good employer of people with disabilities is needed to mentor other employers who may potentially hire persons with disabilities.			No SSBG funds recommended.	No SSBG funds recommended.
TARGET GROUP TOTAL FUNDING RECOMMENDATION			\$385,996	\$385,996

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 19, 2008

SUBJECT:

Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2009 proposed projects for the FY 2009 Work Program.

The Budget Workshop, which will also be available via videoconference, is scheduled for Wednesday, February 20, 2008 at 9:00 a.m. in the MAG Palo Verde Room. The invitation to the Budget Workshop is attached.

A draft Dues and Assessments worksheet is included in this material. The proposed Dues and Assessments have not been increased for FY 2009, although the allocation of Dues and Assessments has changed among the members due to population changes. MAG is proposing to keep the MAG Dues and Assessments at the same level due to the uncertain economy facing our members. The Solid Waste Assessment, unchanged since FY 2006, is expected to remain at \$10,000 for FY 2009 as no additional activity is anticipated.

Information for this presentation of the developing budget is included for your early review and input. Enclosed for your information are the following documents:

- Attachment One is the time line for budget development.
- Attachment Two is the draft Dues and Assessments for FY 2009.
- Attachment Three is a detailed listing of proposed new projects.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2009. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2008.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information.

PRIOR COMMITTEE ACTIONS:

This item was on the February 19, 2008 Regional Council Executive Committee agenda.

Management Committee: This item was on the February 13, 2008 Management Committee agenda.

MEMBERS ATTENDING

- | | |
|--|--|
| Jan Dolan, Scottsdale, Chair | Darryl Crossman, Litchfield Park |
| Charlie McClendon, Avondale, Vice Chair | Scott Butler for Christopher Brady, Mesa |
| # Matthew Busby for George Hoffman,
Apache Junction | * Jim Bacon, Paradise Valley |
| Jeanine Guy, Buckeye | Carl Swenson for Terry Ellis, Peoria |
| Jon Pearson, Carefree | * Frank Fairbanks, Phoenix |
| * Usama Abujbarah, Cave Creek | # Patrick Flynn for John Kross,
Queen Creek |
| Mark Pentz, Chandler | Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Dr. Spencer Isom for B.J. Cornwall,
El Mirage | Jim Rumpeltes, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Charlie Meyer, Tempe |
| * Kate Zanon, Fountain Hills | * Reyes Medrano, Tolleson |
| * Lynn Farmer, Gila Bend | Gary Edwards, Wickenburg |
| Joseph Manuel, Gila River Indian
Community | Lloyce Robinson, Youngtown |
| George Pettit, Gilbert | Kwi-Sung Kang for Victor Mendez, ADOT |
| Jessica Blazina for Ed Beasley, Glendale | Kenny Harris for David Smith,
Maricopa County |
| Brian Dalke, Goodyear | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |
| Mark Johnson, Guadalupe | |

* Those members neither present nor represented by proxy.

Participated by telephone conference call. +Participated by videoconference call.

Regional Council: This item was on the January 30, 2008 Regional Council agenda.

MEMBERS ATTENDING

- | | |
|--|---|
| Mayor James M. Cavanaugh, Goodyear, Chair | * Mayor Thomas Schoaf, Litchfield Park |
| * Mayor Mary Manross, Scottsdale, Vice Chair | Supervisor Max W. Wilson, Maricopa County |
| # Councilmember Robin Barker, Apache Junction | Mayor Keno Hawker, Mesa |
| Mayor Marie Lopez Rogers, Avondale | Councilmember Brian Cooney for Mayor
Ed Winkler, Paradise Valley |
| # Councilmember Elaine May for Mayor
Bobby Bryant, Buckeye | Mayor Bob Barrett, Peoria |
| # Mayor Wayne Fulcher, Carefree | * Vice Mayor Peggy Neely, Phoenix |
| Vice Mayor Gilbert Lopez for Councilmember
Dick Esser, Cave Creek | Mayor Art Sanders, Queen Creek |
| Mayor Boyd Dunn, Chandler | Vice President Martin Harvier for President
Diane Enos, Salt River Pima-Maricopa
Indian Community |
| Mayor Fred Waterman, El Mirage | Mayor Lyn Truitt, Surprise |
| * President Raphael Bear, Fort McDowell
Yavapai Nation | Mayor Hugh Hallman, Tempe |
| Councilmember Jay Schlum for
Mayor Wally Nichols, Fountain Hills | * Mayor Adolfo Gamez, Tolleson |
| Mayor Fred Hull, Gila Bend | # Mayor Ron Badowski, Wickenburg |
| * Governor William Rhodes, Gila River Indian
Community | Mayor Michael LeVault, Youngtown |
| Mayor Steven Berman, Gilbert | Felipe Zubia, State Transportation Board |
| * Mayor Elaine Scruggs, Glendale | * Vacant, State Transportation Board |
| * Mayor Rebecca Jimenez, Guadalupe | * Vacant, Citizens Transportation
Oversight Committee |

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

Executive Committee: This item was on the January 14, 2008 MAG Regional Council Executive Committee agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair

Mayor Mary Manross, Scottsdale, Vice Chair

* Vice Mayor Peggy Neely, Treasurer

Mayor Steven M. Berman, Gilbert

Mayor Keno Hawker, Mesa

Mayor Thomas L. Schoaf, Litchfield Park

Mayor Marie Lopez Rogers, Avondale

* Not present

Participated by video or telephone conference call

Management Committee: This item was on the January 9, 2008 Management Committee agenda.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair

Charlie McClendon, Avondale, Vice Chair

Matthew Busby for George Hoffman,

Apache Junction

Jeanine Guy, Buckeye

* Jon Pearson, Carefree

* Usama Abujbarah, Cave Creek

Mark Pentz, Chandler

Dr. Spencer Isom for B.J. Cornwall, El
Mirage

Alfonso Rodriguez, Fort McDowell

Yavapai Nation

Kate Zanon, Fountain Hills

* Lynn Farmer, Gila Bend

Joseph Manuel, Gila River Indian
Community

George Pettit, Gilbert

* Ed Beasley, Glendale

Brian Dalke, Goodyear

Mark Johnson, Guadalupe

Darryl Crossman, Litchfield Park

Scott Butler for Christopher Brady, Mesa

Jim Bacon, Paradise Valley

Terry Ellis, Peoria

Frank Fairbanks, Phoenix

John Kross, Queen Creek

Bryan Meyers, Salt River Pima-Maricopa
Indian Community

Michelle Lehman for Jim Rumpeltes,
Surprise

Charlie Meyer, Tempe

* Reyes Medrano, Tolleson

Gary Edwards, Wickenburg

Mark Hannah for Lloyce Robinson,
Youngtown

Dale Buskirk for Victor Mendez, ADOT

Kenny Harris for David Smith,
Maricopa County

Chris Curcio for Dave Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051

**Fiscal Year 2009
DRAFT February 5, 2008
Work Program and Annual Budget Proposed Timeline**

01/04/08	Fri	<i>Intergovernmental Meeting</i>
01/09/08	Wed	<i>Regional Council Management Committee Meeting-dues/assessments</i>
01/14/08	Mon	<i>Regional Council Executive Committee Meeting-dues/assessments</i>
01/30/08	Wed	<i>Regional Council-dues/assessments</i>
02/07/08	Thurs	<i>Intergovernmental Meeting</i>
02/13/08	Wed	<i>Management Committee Meeting- proposed projects; budget workshop information; draft dues & assessments;timeline</i>
02/20/08	Wed	<i>Budget Workshop-videoconference, 9:00 AM, MAG Offices in the Palo Verde Room</i>
02/25/08	Mon	<i>Regional Council Executive Committee Meeting - proposed projects; draft dues & assessments;timeline</i>
02/27/08	Wed	<i>Regional Council Meeting- present proposed projects; draft dues and assessments;timeline</i>
03/06/08	Thurs	<i>Intergovernmental Meeting</i>
03/12/08	Wed	<i>Management Committee Meeting- information and review of draft budget documents</i>
03/17/08	Mon	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
03/26/08	Wed	<i>Regional Council Meeting- information and review of draft budget documents</i>
Apr-08		<i>IPG meeting with FHWA, FTA, ADOT and others</i>
04/03/08	Thurs	<i>Intergovernmental Meeting</i>
04/09/08	Wed	<i>Management Committee Meeting- information and review of draft budget documents</i>
04/14/08	Mon	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
04/23/08	Wed	<i>Regional Council Meeting- information and review of draft budget documents</i>
April		<i>Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed</i>
05/08/08	Thurs	<i>Intergovernmental Meeting</i>
05/14/08	Wed	<i>Management Committee meeting - present draft Budget for recommendation of approval</i>
05/19/08	Mon	<i>Regional Council Executive Committee meeting - present draft Budget for recommendation of approval</i>
05/28/08	Wed	<i>Regional Council meeting - present draft Budget for approval</i>

Maricopa Association of Governments

Fiscal Year 2009

February 19, 2008

Draft Dues And Assessments

Attachment 2

Jurisdiction	FY 2008 Budget (a) Population Totals	MAG Member Dues	Solid Waste (b) Planning Assessment	Water Quality Planning Assessment	9-1-1 (c) Planning Assessment	Human Services Planning Assessment	Homeless (d) Prevention Assessment	Total (e) FY 2008 Estimated Dues & Assessments	Total FY 2008 Dues & Assessments	\$ Change from FY 2008 to 2008 Dues & Assessments
Apache Junction (g)	34,071	\$1,751	\$86	\$1,015	\$2,040	\$824		\$5,839	\$5,839	(\$323)
Avondale	75,256	\$3,668	\$191	\$2,241	\$4,505	\$1,379		\$11,887	\$11,887	\$297
Buckeye	40,467	\$2,080	\$103	\$1,205	\$2,423	\$742		\$4,353	\$4,353	\$2,199
Carefree	3,871	\$199	\$10	\$115	\$232	\$71		\$632	\$632	(\$5)
Cave Creek	5,028	\$258	\$13	\$150	\$301	\$92		\$814	\$814	(\$4)
Chandler	241,205	\$12,397	\$612	\$7,183	\$14,440	\$4,420	\$4,167	\$43,730	\$43,730	(\$511)
El Mirage	33,583	\$1,726	\$85	\$1,000	\$2,011	\$615		\$5,495	\$5,495	(\$58)
Fort McDowell Yavapai Nation	824	\$259	\$2	\$25	\$49	\$15		\$350	\$350	\$0
Fountain Hills	25,540	\$1,313	\$65	\$761	\$1,529	\$468		\$4,199	\$4,199	(\$64)
Gila Bend	1,891	\$141	\$5	\$56	\$113	\$35		\$350	\$350	\$0
Gila River Indian Community (i)	2,742	\$141	\$7	\$82	\$164	\$50		\$444	\$444	(\$25)
Gilbert	203,658	\$10,468	\$517	\$6,065	\$12,192	\$3,732	\$3,519	\$36,492	\$36,492	\$3,707
Glendale	246,076	\$12,648	\$624	\$7,328	\$14,732	\$4,509	\$4,252	\$44,093	\$44,093	(\$1,820)
Goodyear	55,954	\$2,876	\$142	\$1,666	\$3,350	\$1,025		\$9,059	\$9,059	\$1,139
Guadalupe	5,006	\$288	\$14	\$167	\$336	\$103		\$908	\$908	(\$44)
Litchfield Park	5,055	\$260	\$13	\$151	\$303	\$93		\$776	\$776	\$42
Maricopa County (f)	239,308	\$12,300	\$607	\$7,126	\$14,327	\$4,385	\$4,135	\$42,880	\$42,880	(\$2)
Mesa	456,344	\$23,455	\$1,158	\$13,589	\$27,320	\$8,362	\$7,884	\$81,768	\$81,768	(\$3,117)
Paradise Valley	14,215	\$731	\$38	\$423	\$851	\$260		\$2,301	\$2,301	(\$75)
Peoria (h)	151,551	\$7,789	\$384	\$4,513	\$9,073	\$2,777	\$2,618	\$27,155	\$27,155	\$986
Phoenix	1,538,568	\$79,079	\$3,903	\$45,816	\$90,733	\$28,193	\$26,583	\$185,575	\$185,575	(\$2,010)
Queen Creek (g)	21,853	\$1,123	\$55	\$651	\$1,308	\$400		\$3,538	\$3,538	\$725
Salt River Pima-Maricopa	6,835	\$351	\$17	\$204	\$409	\$125		\$1,107	\$1,107	(\$55)
Scottsdale	240,126	\$12,342	\$609	\$7,151	\$14,376	\$4,400	\$4,149	\$43,026	\$44,471	(\$1,445)
Surprise	104,895	\$5,391	\$266	\$3,124	\$6,280	\$1,922		\$16,983	\$15,127	\$1,856
Tempe	167,871	\$8,628	\$426	\$4,999	\$10,050	\$3,076	\$2,900	\$30,079	\$31,406	(\$1,327)
Tolleson	6,680	\$343	\$17	\$199	\$400	\$122		\$1,082	\$1,114	(\$32)
Wickenburg	6,380	\$328	\$16	\$190	\$382	\$117		\$1,033	\$1,042	(\$9)
Youngtown	6,332	\$325	\$16	\$189	\$379	\$116		\$1,025	\$1,056	(\$31)
TOTALS	3,941,783	\$202,861	\$10,000	\$117,379	\$143,872	\$72,231	\$60,207	\$606,550	\$606,556	-\$6

FY 2008 Total Costs Based on Population	\$202,861	\$10,000	\$117,379	\$143,872	\$72,231	\$60,207
Per Capita Cost	\$0.0009	\$0.00281	\$0.03298	\$0.04042	\$0.02029	\$0.01691

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments are not increased for FY 2009. Changes in population account for the difference between FY 2008 and FY 2009 Dues and Assessments totals.

- MAG July 1, 2007 Approved Population
- The Solid Waste Planning Assessment remains at the FY 2008 level of \$10,000. There is no anticipated increased activity in fiscal year 2009 for this program.
- The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- Total Dues and Assessments are based on a minimum of \$350 per member.
- The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- Maricopa and Pinal County portions
- Maricopa and Yavapai County portions
- Maricopa County portion only

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Draft MAG FY 2009 Work Program
Proposed New Projects

Environmental Division

Project Name: Air Quality Technical Assistance On Call

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Since there have been no violations of the eight-hour ozone standard for three consecutive three year periods, the planning effort will be initiated to prepare an Eight-Hour Ozone Redesignation Request and Maintenance Plan. As approved by the MAG Regional Council on May 23, 2007, MAG will also be issuing a report on the status of the implementation of the committed measures in the MAG Five Percent Plan for PM-10 by the cities, towns, Maricopa County, and the State each year. MAG will also be conducting an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure the progress in eliminating dirt roads each year. In addition, MAG may need to provide supplemental analyses and information for the Five Percent Plan for PM-10 to the Environmental Protection Agency. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity.

Recommended by: This project is recommended by MAG staff to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Resources Required: \$280,000

Expected Outcome: The Eight-Hour Ozone Redesignation Request and Maintenance Plan is one of the requirements for the region to be redesignated to attainment status. It may be necessary to provide supplemental analyses to the Environmental Protection Agency for approval of the MAG 2007 Five Percent Plan for PM-10. Tracking the implementation of the committed measures in the Five Percent Plan and the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG member agencies: Redesignation to attainment status for the eight-hour ozone standard would reflect positively on the region. Timely implementation of committed control measures in the MAG Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding of federal highway funds and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated.

Benefit to the Public: Timely implementation of committed measures in the MAG Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and improving public health. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

Draft MAG FY 2009 Work Program
Proposed New Projects

Environmental Division

Project Name: MAG Air Quality Associate

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity.

Recommended by: This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Resources Required: \$130,000

Expected Outcome: The Eight-Hour Ozone Redesignation Request and Maintenance Plan is one of the requirements for the region to be redesignated to attainment status. Supplemental analyses may be necessary to provide to the Environmental Protection Agency for approval of the MAG 2007 Five Percent Plan for PM-10. Tracking the implementation of the committed measures in the Five Percent Plan and the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG member agencies: Redesignation to attainment status for the eight-hour ozone standard would reflect positively on the region. Timely implementation of committed control measures in the MAG Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding of federal highway funds and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated.

Benefit to the Public: Timely implementation of committed measures in the MAG Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and improving public health. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

Draft MAG FY 2009 Work Program
Proposed New Projects

Environmental Division

Project Name: MAG Air Quality Associate

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling and model validation; air quality monitoring and meteorology; emissions inventories; statistical analysis of data; analysis of control measures; air quality plan preparation including the technical support document; CMAQ evaluation methodologies and project evaluation process; and transportation conformity.

Recommended by: This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act.

Mission/Goal Statement: Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Resources Required: \$80,000

Expected Outcome: The Eight-Hour Ozone Redesignation Request and Maintenance Plan is one of the requirements for the region to be redesignated to attainment status. Supplemental analyses may be necessary to provide to the Environmental Protection Agency for approval of the MAG 2007 Five Percent Plan for PM-10.

Benefit to MAG member agencies: Redesignation to attainment status for the eight-hour ozone standard would reflect positively on the region. The supplemental analyses for the Five Percent Plan for PM-10 may enhance the approvability of the plan. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated.

Benefit to the Public: The MAG Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and improving public health. The Eight-Hour Ozone Redesignation Request and Maintenance Plan is a necessary requirement for redesignating the region to attainment status. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

Draft MAG FY 2009 Work Program
Proposed New Projects

Human Services Division

Project Name: Ambassador Program Support

Brief Description: The Ambassador Program will engage people from the community to provide information and referrals for human services transportation programs. This volunteer program will increase the capacity of transportation programs to conduct community outreach and increase ridership. This will also help to coordinate transportation programs, particularly for older adults, people with disabilities, and people with low incomes. Ambassadors will be recruited from retirement communities, neighborhood associations, community centers, and libraries. They will receive training on travel and how to access information about human services transportation programs. They will be kept current on new programs and services through monthly electronic emails and quarterly sub-regional meetings. On an annual basis, they will meet to complete additional training. This effort is included as one of the strategies in the 2008 MAG Human Services Coordination Transportation Plan. The requested funds will cover costs associated with the annual meeting and incentives such as bus passes for the volunteers.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The Ambassador Program will increase the quality of life of the region's older adults, people with disabilities, and people with low incomes by improving access to mobility options and information.

Resources Required: \$5,000

Expected Outcome: 100 people will be trained and will actively provide services to older adults, people with disabilities, and people with low incomes to increase awareness and utilization of mobility options. This service will facilitate broad outreach and assistance at no additional charge to the provider agencies. This increased mobility will enhance the quality of life for people in these target groups.

Benefit to MAG member agencies: Uncoordinated and underutilized human services transportation programs result in a burden to the region in a few important ways. First, people may go without critical medical care for lack of transportation, resulting in more serious health concerns. Second, the isolation of not having access to transportation can result in debilitating depression and mental health issues. Third, the talents and resources people have but are unable to share are wasted and untapped. Providing a grass roots outreach mechanism is cost efficient and increases the capacity of the region to respond to a growing need effectively.

Benefit to the Public: The public will benefit from having more people trained in accessing information about human services transportation programs. This will help increase awareness and utilization of existing mobility options. People will be empowered to interact more fully with their community. This will improve the quality of life for the people and the community will benefit from the resources and talents the people share with the community.

Draft MAG FY 2009 Work Program
Proposed New Projects

Human Services Division

Project Name: HUD Application Support

Brief Description: John Epler has contracted with the Maricopa Association of Governments for a number of years to provide technical assistance to the MAG Continuum of Care Regional Committee on Homelessness' application to the U.S. Department of Housing and Urban Development for Stuart B. McKinney funds for homeless assistance programs. In addition to providing technical assistance to staff to complete and review the application, Mr. Epler gives technical assistance to the agencies providing the homeless assistance programs in order to help the region be more competitive in the national competition for funds.

Recommended by: This project is recommended by MAG staff and the MAG Continuum of Care Regional Committee on Homelessness.

Mission/Goal Statement: To provide technical assistance on the federal HUD application for homeless assistance programs and to provide technical assistance to agencies performing poorly in the areas of employment and housing as indicated by the Annual Performance Reports.

Resources Required: \$4,000

Expected Outcome: The associate will complete the following tasks:

Task 1: Provide technical assistance on the federal HUD application for homeless assistance programs.

- Review the 2008 HUD Super Notices Of Funding Availability (SuperNOFA) and highlight changes with a corresponding explanation of critical changes needed to the local application process.
- Review the 2008 application draft prepared by MAG staff and offer recommendations for improvement.
- Review all new Exhibit 2 applications and make recommendations for compliance with HUD threshold requirements and to improve the applications.
- Review Exhibit One, especially the draft goals, and recommend improvements before application submission to HUD.
- Provide technical assistance as needed to improve the application.

Task 2: Provide technical assistance to agencies performing poorly in the areas of employment and housing as indicated by the Annual Performance Reports (APR).

- Contact up to 15 agencies as identified by MAG staff to provide technical assistance. This will include an assessment of the agencies' strengths and weaknesses in relation to their low APR scores and a plan for how to improve their performance in the areas of employment and housing.
- Provide a report to MAG staff with the plans for improvement.
- Monitor progress made by the agencies on a quarterly basis and provide reports to MAG staff.

Benefit to MAG member agencies: The region needs to be competitive in order to continue receiving HUD funding. Mr. Epler's technical assistance ensures the region has the best opportunity to be awarded the most funds possible. The Continuum of Care exceeds the pro-rata share for the region of \$9 million, receiving record high amounts of more than \$20 million.

Benefit to the Public: The streets are safer when people are not living in them. Communities are stronger when everyone has a productive, positive place in them. Moving people from the streets to self-sufficiency benefits everyone. The technical assistance received from this associate helps homeless assistance programs to receive as much funding as possible. This intervention helps move people from homelessness to stable housing quickly and effectively. The technical assistance also improves the way services are delivered for maximum benefit.

Draft MAG FY 2009 Work Program
Proposed New Projects

Human Services Division

Project Name: Continuum of Care Support

Brief Description: Continuum of Care support includes an annual luncheon and award ceremony which occurs in the second quarter for homeless advocates, champions, and service providers in order to increase motivation and collaboration.

Recommended by: This project is recommended by MAG staff and the MAG Continuum of Care Regional Committee on Homelessness.

Mission/Goal Statement: To thank and inspire the advocates, champions, and providers who are working to end homelessness.

Resources Required: \$10,000 (proposed funding will be provided through donations)

Expected Outcome: One hundred and fifty people are expected to attend. Of this number, at least 80 percent will indicate the event has increased their motivation to end homelessness and has supported the collaborations they have with other people striving for the same goal.

Benefit to MAG member agencies: Homelessness impacts the ability of the member agencies to strengthen and develop their communities. This event helps to rally the providers to continue their work of moving people from the streets to self-sufficiency.

Benefit to the Public: The public benefits from having a clear, action-oriented response to homelessness. This event helps inspire providers to continue their work and to challenge themselves to create new solutions that will reap tangible results.

Draft MAG FY 2009 Work Program
Proposed New Projects

Communications Division

Project Name: Litter Prevention and Education

Brief Description: The inclusion of funding for litter education in the Regional Transportation Plan was the result of a resolution passed by the MAG Regional Council and State Transportation Board on December 3, 2003. The objective of the Litter Prevention and Education program is to improve visual aesthetics along the highway system in the MAG region by increasing awareness of the economic, safety and health impacts of littering and to encourage motorists to dispose of trash properly.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: To develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in the MAG Region and to establish an evaluative process to measure the success of the program.

Resources Required: \$300,000

Expected Outcome: The consultant will use an array of communication services – including public education, advertising, community partnerships, and other outreach efforts – that will increase awareness of the freeway litter problem in the MAG Region and lead to measurable changes in behavior among offenders.

Benefit to MAG member agencies: It costs our region about \$3 million and nearly 150,000 labor hours each year to pick up litter along Valley freeways. Unsightly litter also impacts our economy when tourists and prospective businesses choose not to come back to our state due to a poor impression. Litter is not only unsightly, it is unsanitary and can cause environmental and health problems. Cigarette butts, for example, contain toxic chemicals that can end up in storm drains and contaminate our water systems. Trash and other items falling from unsecured loads can cause serious traffic accidents. Debris on roadways nationwide causes 25,000 accidents each year and more than 80 fatalities. Between 1999 and 2001, Arizona reported five fatal accidents due to road debris. Accidents and slow-downs due to roadway debris increase the time we spend stuck in traffic and results in lost productivity. The litter prevention and education campaign will help mitigate these impacts to communities.

Benefit to the Public: While many Arizonans take pride in our state, some believe that one small piece of trash won't matter. But even small pieces of litter add up to a giant problem: about 151,000 bags of trash are picked up off Valley freeways every year. By reducing the amount of freeway litter through public education, we can address the economic, safety and health impacts caused by littering and improve our regional quality of life.

Draft MAG FY 2009 Work Program
Proposed New Projects

Communications Division

Project Name: Video Outreach Associate

Brief Description: A Freelance writer/producer Associate is needed to assist in the video outreach program through project management. An Associate would help with pre-production; shot-sheeting and writing scripts; and overseeing post-production.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media. Through the use of television production equipment and facilities, MAG utilizes its Video Outreach Program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments are distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

Resources Required: \$24,000

Expected Outcome: The MAG Communications Division began its Video Outreach Program in 2007 with the purchase of television production equipment and staff training. A number of successful videos have been produced to date. Unfortunately, due to workload issues and limited staff resources, many additional videos have been shot but never produced, resulting in key transportation and air quality messages not reaching the public. A freelance writer/producer would be able to assist at key points in the production and enable these important videos to be completed.

Benefit to MAG member agencies: As members of the MAG organization, member agencies play a key role in developing regional policies. The Video Outreach Program provides positive exposure regarding this role and increases the public understanding of local governments' regional responsibilities and accomplishments.

Benefit to the Public: The MAG Video Outreach Program performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

Draft MAG FY 2009 Work Program
Proposed New Projects

Communications Division

Project Name: MAG Web Site Support

Brief Description: An extensive update of the MAG Web site in both graphic presentation and functionality is needed. The new interface and functions would be based on both internal and external user input, and recommendations from outside consultants.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Due to continual advancements in Internet technologies several upgrades and enhancements are needed to continue our current upgrade to the Web. Our current Web site configuration is now five years old, and in that time it has met and exceeded our service needs. Since its initial deployment, however, many useful new Web technologies have developed and become established mainstream standards. The inclusion of some of these technologies would greatly increase the usability of the MAG Web site and enhance the end user's experience. These enhancements would include an update of the search mechanism on the MAG Web site to provide better search results; and, the use of standard Web development tools and software such as Adobe Dreamweaver for routine maintenance and organization of the Web site. The use of more interactive interface elements will facilitate the location of information on the MAG site. The use of XML (Extensible Markup Language) formats will permit the use of larger data structures.

Resources Required: \$20,000

Expected Outcome: A more useful and user-friendly Web site. Users will be able to find the information they are looking for with fewer visits to new pages and minimal use of the search utility. Search requests will provide more accurate results, resulting in less frustration and greater utilization of the site.

Benefit to MAG member agencies: As members of the MAG organization, member agencies rely on the MAG Web site for up-to-date information on policies, planning, and scheduling. The MAG Web site provides constant, positive exposure regarding MAG's role as a planning agency and increases the public understanding of local governments' regional responsibilities and accomplishments.

Benefit to the Public: The MAG Web site performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: 2009 Regional Bike Safety Education Campaign

Brief Description: The Bicycle Education project will be carried out by Valley Metro and will include strategic marketing, community outreach, education and communications plan for a bicycle safety education campaign in Maricopa County. This includes advertising elements, public relations strategies, as well as community outreach and education initiatives. One component will be the Bicycle Safety Education training for school outreach developed by St. Joseph's Hospital for teachers and/or public safety or school nurses.

Recommended by: This project is recommended by the MAG Regional Bicycle Task Force recommendation for FY 2008 TIP. CMAQ funds for \$24,000 have already been programmed for this project. The balance of the project will be funded by FHWA funds, for a project total of \$174,000.

Mission/Goal Statement: To increase the awareness and importance of bicycle safety measures to the bicycle and vehicle driving public in and effort to reduce injury and deaths due to accidents or incidents.

Resources Required: \$174,000.

Expected Outcome:

- Motivate more people to wear safety helmets and ride on the right side of the road, especially youth between the ages of 7 and 17, and in particular males.
- Communicate the risks involved when people do not wear helmets.
- Reduce the number of bicycle-related injuries and deaths.
- Train public safety, nurses and teachers and provide them with training tools and curriculum to provide safety training to youth.

Benefit to MAG member agencies: Valley Metro will work with member agencies to develop the specific plans, host training workshops, and provide tools and curriculum, including information for adults and children. Safety items will also be made available to member cities such as helmets, bike reflectors, or training tools such as bike rodeo materials.

Benefit to the Public:

- Reduce the number of injuries in the target population (adolescent children, between the ages of 7 and 17, especially boys, who have the highest incidence of bicycle accidents/incidents).
- Educate parents/grandparents/guardians who could be motivated to purchase helmets for their children and thereby reduce the number of accidents/incidents.
- Educate drivers of motor vehicles about bicycle safety to improve their awareness of and treatment of bicycles thereby reducing the number of accidents/incidents.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Traffic Signal Optimization Program (TSOP) On-Call

Brief Description: The MAG Traffic Signal Optimization Program (TSOP) has so far successfully completed 22 projects in eleven MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization, and review of operations through simulation modeling. Assistance is provided by consultants hired by MAG through an on-call services contract.

The TSOP has been championed by the MAG Intelligent Transportation Systems Program to provide traffic engineering assistance for refining signal operations across the MAG region. It is one of the strategies identified in the MAG Regional Concept of Transportation Operations. Projects may generally cost up to \$30,000 and would not require a local match.

Recommended by: This project is recommended by MAG staff and the MAG ITS Committee recommendation for FY 2008 TIP. CMAQ funds for \$294,908 have already been programmed for this project. The balance of the project will be funded by FHWA funds, for a project total of \$300,000.

Mission/Goal Statement: The goal of this project is to ensure that the traffic signal operations in the region are efficient and safe, and will minimize the impact on the environment.

Resources Required: \$300,000

Expected Outcome: Improved traffic operations and reduced vehicular emissions. Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to 1.

Benefit to MAG member agencies: MAG member agencies would benefit from being able to adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth. These adjustments will postpone the need for costly long-term road capacity improvement by improving traffic flow with existing resources.

Benefit to the Public: Reduced motorist frustration and resulting, unsafe driving by reducing stops and delay. Improved traffic flow through a group of signals, thereby reducing emissions and fuel consumption.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Transportation Planning Workshop Series

Brief Description: The Transportation Division will host a Transportation Planning Workshop Series, consisting of three workshops over the year for member agencies and stakeholders on transportation planning topics. This workshop series will provide an opportunity for member agencies to explore different transportation planning activities that could benefit their community and the MAG region. These workshops will consist of educational materials, participatory exercises, exploration of planning tools, and speakers and presenters. The transportation planning topics that are under consideration include: access management, context sensitive design, right of way preservation, development impact fees, dust control measures, and traffic calming measures, such as roundabouts, among other possible topics.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The workshop series would allow MAG staff to educate and work with member agencies and the public about different transportation planning options, fostering dialogue, ideas, and opportunities to benefit their community and the MAG Region.

Resources Required: \$20,000

Expected Outcome: There will be three workshops held throughout the year that will be based on different Transportation Planning topics and tools. These workshops will target the information needs of our member agencies and the public and will provide an opportunity for member agencies to explore different transportation planning activities to be implemented in their community and the MAG region.

Benefit to MAG member agencies: MAG member agencies are the chief beneficiaries of the transportation planning workshops series, which will provide opportunities for new innovative planning tools, transportation options, and dialogue about current practices in the Region and the state.

Benefit to the Public: Members of the public can attend, and will benefit from the member agencies' knowledge as they are the main users of the region's transportation system.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Assessment of Access Management Practices

Brief Description: The implementation of effective access management can reduce congestion, improve public safety, facilitate the use of alternate modes of transportation, and reduce commute times, fuel consumption, and vehicular emissions. As the regional planning agency, MAG has the unique opportunity to aid local governments in the identification and implementation of these strategies.

An assessment of the region's access management practices is required to determine the current management policies and practices. Upon completion of the assessment, MAG will be better suited to assist member agencies in achieving the benefits of effective access management.

This research and analysis will provide MAG with a baseline report on access management efforts in the MPO area and could lead to the development of best access management practices that can be shared with member agencies.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: To expand our role in regional transportation planning for the MAG region by compiling current practices of a key transportation system planning practice component, access management.

Resources Required: \$35,000

Expected Outcome: The result of the analysis will be a state of the practice assessment of the current access management practices and policies of MAG member agencies. The analysis will allow MAG to determine how to assist member agencies managing access within their jurisdictions and encourage continuity on multi-agency projects in the region. In addition, the assessment can assist in the development of a mechanism to support access management strategies in the programming of other projects.

Benefit to MAG member agencies: Assessing member agencies' access management practices and policies will allow MAG to facilitate the use of best practices in the region. Through the implementation of effective access management policies and practices, member agencies can reduce congestion, improve public safety, facilitate the use of alternate modes of transportation, and reduce commute times, fuel consumption, and vehicular emissions.

Benefit to the Public: Members of the public will benefit from reduced commute times and fuel emissions. In addition, members of the public and the private sector will benefit from a reduction in the number of capacity improvements needed in the MAG region.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: MAG Traffic Interchange (TI) Spacing Policy Study

Brief Description: The primary purpose for the project will be to establish consent among member agencies for greater TI spacing on future regional freeway corridors; especially those recommended in the Hassayampa Valley and Hidden Valley Transportation Framework Study. Recent studies by the Federal Highway Administration suggest that increasing the distance between traffic interchanges along a freeway considerably improves safety and capacity. Data from these studies show that a freeway corridor with two-mile TI spacing at two miles has up to 2½ times fewer crashes over a freeway corridor with one-mile spacing, and a greater throughput in capacity. Presently, there is no regional policy on traffic interchange spacing for the Freeway System; rather, the spacing defaults to one mile on most regional freeway corridors.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Safety is the ultimate priority in planning the Valley freeway system. In light of the statistics presented above, the purpose of this project will be to work with member agencies and the Arizona Department of Transportation to establish a policy for the Regional Council to consider for Traffic Interchange spacing.

Resources Required: \$75,000

Expected Outcome: The primary purpose for the project will be to establish consent among member agencies for greater TI spacing on future regional freeway corridors; especially those recommended in the Hassayampa Valley and Hidden Valley Transportation Framework Study. To meet this purpose, a consultant will be engaged to formulate a work program, consisting of, but not limited to, discussions with affected stakeholders (including the development community), strategy development with representatives from the Arizona Department of Transportation and Federal Highway Administration – Arizona Division, and communication with all affected MAG member agencies. The study program will also discuss the consequences for adopting greater TI spacing, and provide recommendations for transportation planning of appropriate support facilities to minimize impacts on the local roadway network. After the work program is complete, and an appropriate policy drafted, it is anticipated the recommendation will be carried through the MAG Committees process and to the Regional Council for adoption.

Benefit to MAG member agencies: Presently, MAG member agencies, the Arizona Department of Transportation, and the Federal Highway Administration receive considerable pressure from the development community to allow for traffic interchanges on the regional freeway system at the one-mile spacing. A TI spacing policy lessens the burden on MAG member agencies in the interests of regional safety and mobility.

Benefit to the Public: Statistics from FHWA demonstrate the significant safety and capacity benefits to the motoring public that can be realized on a freeway with TI spacing greater than the current one-mile spacing that is presently being constructed in the Valley.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: MAG Regional Bicycle and Pedestrian Facilities Integration Study

Brief Description: An integrated regional transportation system that provides for mobility and transportation choices is part of the Regional Transportation Plan. Seamless integration of facilities that provide adequate and safe travel for bicyclists and pedestrians into other transportation projects is an important element needed to achieve this goal. The accommodation of bicyclists and pedestrians into projects has been on an ad hoc basis. An evaluation of national best practices and the development of simple design guidelines to achieve the goal of full integration is a critical next step for the region. The findings of this study will provide comprehensive framework for approaching bicyclists and pedestrians through common sense solutions and easily applied and cost-effective design guidelines and evaluation tools that can result in creating "Complete Streets" in the MAG region.

Recommended by: This project is recommended by MAG staff and the MAG Regional Bicycle Task Force.

Mission/Goal Statement: Funding the MAG Regional Bicycle and Pedestrian Facilities Integration Study fits into MAG's mission to promote the development and expansion of all modes of transportation. According to the Regional Transportation Plan, "MAG has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists for many years."

Resources Required: \$75,000

Expected Outcome: This project will produce a set of guidelines that review the practices of other states on the cutting edge of transportation integration, and develop a range of applications for our region. Evaluations will include performance measures, along with instructions for their use, and simple cost-benefit analyses tools. The work product will be presented in a short check list system to be used during project planning.

Benefit to MAG Member Agencies: MAG member agencies will obtain the use of a planning professional experienced in best practices for integrating bicycle and pedestrian facilities into their transportation projects with the goal of creating Complete Streets. In addition, member agencies will be provided an opportunity to explore innovative solutions to common regional problems.

Benefit to the Public: The key to economic viability for a community is how liveable and healthy that community is. Having an interconnected network of bicycle facilities is one of the best measures of a liveable city. Providing safe and appropriate bicycle facilities encourages people to bicycle and walk, which would reduce negative impacts of motorized travel on air quality and congestion.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: 2009 Bicycle Design Assistance Program

Brief Description: The Bicycle Design Assistance program is developed in a manner similar to the Pedestrian Design Assistance Program. The intent of the program is to design crossings for on-street and off-street facilities with an emphasis on creating an interconnected network. There are hundreds of miles of canals that can potentially be connected to create an amazing green belt throughout the region, similar to Scottsdale's Indian Bend Wash.

Recommended by: This project is recommended by MAG staff and the MAG Regional Bicycle Task Force.

Mission/Goal Statement: Funding the design of bicycle facility projects for MAG member agencies fits into MAG's mission to promote the development and expansion of all modes of transportation. According to the Regional Transportation Plan, "MAG has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists for many years."

Resources Required: \$250,000

Expected Outcome: Three to six member agency projects would be identified by the MAG Regional Bicycle Task Force. Each member agency would identify a consultant from a pre-approved MAG list to design their selected projects. Projects could then be constructed using federal or local funding. As with the Pedestrian Design Assistance Program, this program is intended to leverage other federal and local funding for construction.

Benefit to MAG Member Agencies: MAG member agencies will obtain the use of a planning professional experienced in "best practices" for bicycle facilities. Designing projects with these funds will help leverage construction funding. In addition, member agencies will be provided an opportunity to explore innovative solutions to common regional problems.

Benefit to the Public: The key to economic viability for a community is how liveable and healthy that community is. Having an interconnected network of bicycle facilities is one of the best measures of a liveable city. Providing safe and appropriate bicycle facilities encourages people to bicycle, which would reduce negative impacts of motorized travel on air quality and congestion.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: 2009 Pedestrian Design Assistance Program

Brief Description: The Pedestrian Design Assistance program was initiated in 1996 to encourage the development of designs for pedestrian facilities according to the *MAG Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development.

Recommended by: This project is recommended by MAG staff and the MAG Pedestrian Working Group.

Mission/Goal Statement: Funding the design of pedestrian projects in MAG member agencies fits into MAG's mission as stated in the Regional Transportation Plan to promote the development and expansion of all modes of transportation.

Resources Required: \$150,000

Expected Outcome: Three to five projects submitted by MAG member agencies will be designed by professional consultants using the *MAG Pedestrian Policies and Design Guidelines*. Using local consultants in conjunction with staff from the member agencies educates both the public and private sector on the importance of pedestrian sensitive design.

Benefit to MAG Member Agencies: MAG member agencies obtain planning and design assistance for pedestrian projects that may not be designed any other way. Designing projects in accordance with the *Guidelines* educates member agency staff and community stakeholders on best practices in pedestrian design. Design projects through this program leverages additional funding for construction of the pedestrian facilities.

Benefit to the Public: Designing pedestrian facilities in accordance with the *Guidelines* results in safe, comfortable, and desirable pedestrian facilities. Providing appropriate pedestrian facilities encourages people to walk, which would reduce the negative impacts of motorized travel on air quality and congestion while simultaneously creating more economically viable and healthy communities.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Valley Metro/RPTA Planning Support

Brief Description: This project provides funding from MAG to Valley Metro/RPTA to support staffing requirements in four specific program areas: 1) long range transit planning; 2) short range transit planning; 3) capital planning; and 4) planning program administration.

Recommended by: This project is recommended by MAG staff and Valley Metro/RPTA.

Mission/Goal Statement: Provide ongoing planning support and coordination to ensure the future bus transit network will address the needs of the public.

Resources Required: \$224,720

Expected Outcome: This request will help fund Valley Metro/RPTA's staffing needs during FY 2009, providing ongoing planning support and coordination for the future bus transit system.

Benefit to MAG member agencies: Continued planning support and coordination of the future bus transit system identified in the MAG Regional Transportation Plan.

Benefit to the Public: The proposed project supports Valley Metro/RPTA's ongoing planning efforts to develop a bus network that will meet the needs of the public.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Non-Recurring Congestion Study

Brief Description: Non-Recurring Congestion (NRC) on freeway and arterial systems is caused by traffic incidents, breakdowns, construction zones, planned events, weather events, etc. The Freeway Service Patrol and other incident management activities tend to reduce the impact of NRC on overall freeway operations. Nationally it is estimated that nearly 35 percent of all delay on freeways could be due to NRC. However, there have been no studies that have fully examined this phenomenon to identify the true magnitude of the impact of NRC. If, for example, the true impact of NRC in the I-10 or I-17 corridors is equivalent to the reduction of one lane of capacity during peak periods, more proactive steps toward freeway incident management could lead to significant reductions in congestion and delay. The same could be said of arterial operations. The impact of incidents on the available capacity will be estimated by this project, based on actual incident data gathered from ADOT, DPS, Phoenix Fire, and 911 logs.

This study will accomplish the following:

- Determine the true impact of NRC on freeway and arterial operations in the MAG region;
- Identify a suite of effective countermeasures and strategies that could be implemented in the region, and the resources the needed – infrastructure, staff and operating funds.

Recommended by: This project is recommended by MAG Staff and the MAG ITS Committee.

Mission/Goal Statement: The goal of this project would be to gain a better understanding of the role played by various traffic and weather events that lead to non-recurring traffic congestion on freeways and arterials. Such an understanding could lead to effective operational countermeasures that would help regain lost capacity due to NRC, thus reducing the immediate and very costly demand for construction of new road capacity.

Resources Required: \$300,000

Expected Outcome:

- A better understanding of systemwide capacity reduction caused by Non-Recurring Congestion events;
- Identify a suite of effective countermeasures, based on the experience in other urban regions and through corridor simulation modeling, that could be implemented by the various stakeholders in the MAG region;
- Develop a recommendation for implementing a basic set of countermeasures in the MAG region within five years.

Benefit to MAG member agencies: More efficient freeways and arterials with reduced delays during peak periods. Reduced demand for new road capacity construction.

Benefit to the Public: If the study recommendations are adopted and implemented by MAG member agencies the following would result:

- Reduced traffic delays
- Improved air quality
- Improved quality of life in the MAG region.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Non-Engineering Strategies for Improving Road Safety On-Call

Brief Description: The effectiveness of transportation safety improvements is linked to how well the improvements address the underlying human factors. Many safety strategies are strictly related to engineering such as the road geometry, traffic signal timing, etc. Recent experience in road safety has documented that non-engineering strategies can be more effective than engineering solutions, in many instances. However, very little is understood about the metrics on how non-engineering strategies, such as education and enforcement, impact overall road safety. This study will examine the accumulated experience and research in this area, within and outside the United States, to develop metrics that could be used in road safety planning at the regional and local levels.

Recommended by: This project is recommended by MAG staff and the MAG Transportation Safety Committee.

Mission/Goal Statement: The goal of this study is to develop metrics on the effectiveness of non-engineering road safety countermeasures. The study findings could be used in Safety Planning to determine resource needs to address Enforcement, Education, and Emergency Medical Services areas of a comprehensive safety improvement strategy.

Resources Required: \$50,000

Expected Outcome: The study results will provide better information on the linkage between road safety improvements and:

- Levels of enforcement
- Road safety education and outreach
- Emergency medical services – such as quick access to trauma centers etc.

Benefit to MAG member agencies: Study results will enable MAG member agencies to better understand the road safety payoff from enforcement and educational efforts at the regional and local levels; justify, possibly in a quantitative manner, investment in non-engineering countermeasures; enhance transportation safety; save lives and money; and, reduce congestion.

Benefit to the Public: Potential action by local agencies leading to overall improvements in road safety to reduce crashes, fatalities, injuries, and the associated costs.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Evaluation of Roundabout Signage On-Call

Brief Description: In recent years, a number of roundabouts have been constructed in the Phoenix metropolitan area. The first few roundabout were mostly on local road systems. Lately, however, local agencies have begun to build roundabouts at higher volume arterial intersections. Roundabouts generally eliminate the need for traffic signals at intersections, unless the traffic volumes on the approaches are very high. Roundabout operations eliminate more severe intersection crashes, such as angle crashes or crashes due to red-light-running. There is a movement in the country towards more roundabouts.

Good signage is essential for safe and effective roundabouts operations. Traffic signs on streets are based on what is recommended in the Manual of Uniform Traffic Control Devices (MUTCD). Signage for roundabouts have not been incorporated in the MUTCD as yet. As a result, agencies that have constructed roundabouts have installed traffic signs that are not all uniform. This study will investigate the effectiveness of different roundabout traffic signs that are currently being used in the MAG region.

Findings from this study would contribute towards a standard practice in roundabout signage.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The goal of this project is to study the effectiveness of roundabout signage currently in use in the MAG region. The study findings could lead to common standards for roundabout signs.

Resources Required: \$50,000

Expected Outcome: The study will indicate which roundabout signs are more effective than others in communicating directions to drivers negotiating through roundabouts.

Benefit to MAG member agencies: Safer and more efficient roundabouts at MAG member agencies. Enhance transportation safety, save lives and money, and reduce congestion.

Benefit to the Public: Potential action by local agencies leading to overall safety improvements. Reduce crashes, fatalities, injuries and the associated costs.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Transportation Software Development and Support On-call

Brief Description: Provide on-going support for model-related software development tasks. Areas of expertise will include FORTRAN, C, C#, Java, ArcGIS and GISDK and possibly dynamic traffic assignment software (this will depend on the outcomes of the on-going work.) This on-call service will ensure that development, maintenance and support of the existing MAG transportation modeling software is uninterrupted.

Recommended by: This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

Mission/Goal Statement: Provide in-depth analysis and quality transportation forecasts for the purposes of regional transportation planning and informed decision making by MAG member agencies. Advance state-of-the-practice in MAG transportation modeling, data collection and analysis, and achieve emerging state-of-the-art in metropolitan transportation modeling.

Resources Required: \$250,000

Expected Outcome: Technical support and development for transportation software.

Benefit to MAG member agencies: Consistent and uninterrupted travel forecasting and transportation modeling support for the member agencies.

Benefit to the Public: Better transportation planning decisions in the region, and increased public awareness of regional transportation issues.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Development of the MAG Regional Activity-Based Model - Phase II

Brief Description: This is Phase II of a multi-phase, multi-year effort to transition the MAG Travel Demand forecasting model to an Activity Based Model, which is state-of-art for the industry. Activity based models are thought to best replicate trip making behavior compared to the traditional four-step modeling process that MAG currently uses. This project ensures continuity in the activity-based model development. Activity-based model developments takes three to five years to fully implement. MAG has structured the development in a way that provides clear benefits and deliverables upon completion of each development stage. This project is planned to continue through FY 2010.

Recommended by: This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

Mission/Goal Statement: This is Phase II of a multi-phase, multi-year effort to transition the MAG travel demand forecasting model to an Activity Based Model, which is state of the art for the industry. Activity based models are thought to better replicate trip making behavior compared to the tradition four-step modeling process that MAG currently uses. This will implement advanced, state-of-the-practice in MAG transportation modeling, data collection and analysis, and achieve emerging state-of-the-art practices in metropolitan transportation modeling.

Resources Required: \$500,000

Expected Outcome: Completed second phase of the activity-based model development, including, but not limited to integration of trip-generation models in the daily activity modeling framework, completion of tour-based and destination models. A detailed list of tasks of the phase two development will be based on the results of the first phase.

Benefit to MAG member agencies: Development of new advanced forecasting tools to answer upcoming planning challenges and increase quality and sensitivity of travel forecasting in the region.

Benefit to the Public: Better transportation planning decisions based on the increased quality of information provided to the decision makers.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Texas Transportation Institute (TTI) Research of Archived Traffic Data

Brief Description: This study will first examine the robustness and accuracy of the new ground truth data source, and then develop an analytical methodology aimed at studying spatiotemporal arterial traffic mobility, dynamic traffic condition monitoring, and traffic reliability and variability. The methodology will be tested and evaluated on selected arterial corridors before being applied on a regional level.

Recommended by: This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

Mission/Goal Statement: The study will evaluate traffic mobility on MAG freeway and arterial networks through new ground truth data sources. TTI researchers will investigate archived ground truth traffic data provided by leading traffic information companies. This information will assist MAG in establishing a state-of-the-practice methodology to evaluate MAG region's traffic conditions, especially on arterial streets that are currently not monitored. The robustness of this new data source and performance of the methodology will be first tested on selected arterial corridors before being conducted on a region-wide level. Due to the availability of year round ground truth travel time and speed data, the advanced analyses based on this study's outcomes, such as arterial mobility, dynamic traffic condition monitoring, traffic reliability and variability, will benefit MAG transportation modeling and performance measurements.

Resources Required: \$95,000

Expected Outcome: New travel time and speed data collection methodology to replace probe car surveys in order to constantly monitor MAG freeway and arterial traffic condition.

Benefit to MAG member agencies: New sets of data for planning and forecasting purposes, with year round and wider spatiotemporal coverage of travel time and travel speed.

Benefit to the Public: Better transportation planning decisions for the region.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: TTI Urban Transportation Performance Measure Research

Brief Description: This research information will focus on congestion measurements in the region based on the FHWA metropolitan traffic mobility database, and will provide continuous research on freight mobility at a state-wide level and arterial mobility data collection practices.

Recommended by: This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

Mission/Goal Statement: The Texas Transportation Institute is the leading research group for providing analysis of urban mobility in the U.S. MAG has worked closely with TTI to improve its data collection and analyses methodologies. This has resulted in a better understanding of the components of transportation congestion.

Resources Required: \$25,000

Benefit to MAG member agencies: Current data for transportation planning and forecasting purposes.

Benefit to the Public: Better planning decisions in the region.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Public Involvement Disability Outreach Associate

Brief Description: Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, while achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: To implement, as part of the Regional Transportation Plan, a public outreach program that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process. Ensure that the plan identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on protected populations.

Resources Required: \$20,000

Expected Outcome: Assist in the development of a statewide transportation plan that includes the development of systems, services, and solutions that meet the needs of the public, including disability communities. Better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

Benefit to MAG member agencies: Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and, provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

Benefit to the Public: Regional transportation solutions that ensure safety and mobility for all, while avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on Title VI and other protected populations.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Transportation Public Involvement Support

Brief Description: In order to ensure meaningful public input into the statewide transportation planning efforts, it will be crucial to actively involve members of the public, business, and professional organizations. MAG proposes setting aside funding for public involvement and community outreach events specifically designed to collect input on the Building a Quality Arizona project.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: To develop a statewide transportation plan that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process.

Resources Required: \$30,000

Expected Outcome: The development of a statewide transportation plan that includes the development of systems, services, and solutions that meet the needs of the public, including minority and low-income communities. Better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

Benefit to MAG member agencies: Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

Benefit to the Public: Statewide transportation solutions that ensure safety and mobility for all, while avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

Draft MAG FY 2009 Work Program
Proposed New Projects

Transportation Division

Project Name: Valley Metro Rail Planning Support

Brief Description: This project provides funding from MAG to Valley Metro Rail (VMR) to support VMR's staffing needs during FY 2009.

Recommended by: This project is recommended by MAG staff and Valley Metro Rail.

Mission/Goal Statement: Provide ongoing planning support and coordination to ensure the future light rail system will address the needs of the public.

Resources Required: \$500,000

Expected Outcome: This request will help fund Valley Metro Rail's staffing needs during FY 2009, providing ongoing planning support and coordination for the future light rail system.

Benefit to MAG member agencies: Continued planning support and coordination of the future 57-mile light rail system identified in the MAG Regional Transportation Plan.

Benefit to the Public: The proposed project supports Valley Metro Rail's ongoing planning efforts to develop a 57-mile light rail system that will meet the needs of the public.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: Digital Aerial Photography

Brief Description: MAG and MAG member agencies use digital aerial photography for a variety of planning and GIS purposes. In this rapidly developing area, it is important to have up-to-date imagery to track development and land use, and to plan for future growth. This project also provides the digital aerial photography to member agencies at no additional cost to the member agency.

Recommended by: This project is recommended by MAG staff and the Population Technical Advisory Committee.

Mission/Goal Statement: Having annual updates to the digital aerial photography enhances member agency and MAG planning and mapping capabilities.

Resources Required: \$80,000

Expected Outcome: Up-to-date imagery enabling MAG and MAG member agency staff to use and display more current and therefore accurate information.

Benefit to MAG member agencies: MAG will purchase the imagery with a license that allows MAG to distribute a copy of the imagery to each MAG member agency.

Benefit to the Public: New imagery will enable MAG and MAG member agencies to enhance their planning efforts and allow them to provide better information to the public regarding new and existing developments.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: Building and Employment Database

Brief Description: An understanding of non-residential buildings, including building footprints, heights, square feet and vacancy rates is important for producing socioeconomic projections. Similarly, the types of employers and number of employees in the buildings must be determined. This contract will ensure that MAG has a building database with appropriate links to employers and with an easy method for updating the information on a regular basis. An added benefit will be to provide the shape and location of the buildings in a Geographic Information System (GIS). In that manner, users will be able to represent buildings three-dimensionally in visualization software. This project will focus on collecting building and employment data from existing sources and generate new data where none currently exists, developing and building the appropriate database and identifying sources and procedures for ongoing maintenance.

Recommended by: This project is recommended by MAG staff and the Population Technical Advisory Committee.

Mission/Goal Statement: To provide a unified employment and building database to allow for effective socioeconomic modeling and transportation model inputs.

Resources Required: \$100,000

Expected Outcome: MAG staff and MAG member agencies will be provided with a unified employment and building database that will allow for better modeling and visualization capabilities.

Benefit to MAG member agencies: MAG member agencies will have access to a database that will allow for better planning with regard to new and existing developments, and land use and zoning changes.

Benefit to the Public: MAG member agencies will be able provide better information to the public regarding new and existing developments.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: MAGIC Assistance

Brief Description: There are a number of data collection and Geographic Information System (GIS) tasks that are sometimes required by MAG Information Center (MAGIC) clients that can easily be performed by an intern or a MAG Associate. This frees up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Provide data collection and Geographic Information System (GIS) support to free up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

Resources Required: \$25,000

Expected Outcome: This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

Benefit to MAG member agencies: This position will allow MAG GIS staff to continue to provide high quality GIS services to MAG member agencies while at the same time potentially collecting funded data and information that would be useful in the future.

Benefit to the Public: Information and data sets will remain current for use by member agencies, MAG, and the general public.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: MAG GIS Assistance

Brief Description: There are a number of Geographic Information System (GIS) tasks that are required that can easily be performed by an intern or MAG Associate. This frees up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Provide Geographic Information System (GIS) support to free up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

Resources Required: \$25,000

Expected Outcome: This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

Benefit to MAG member agencies: This position will provide GIS services at a lower cost, thereby reducing the financial needs of the organization.

Benefit to the Public: Information and datasets will remain current for use by member agencies, MAG, and the general public.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: Activity Based Socioeconomic Modeling Sub-models

Brief Description: The future direction of socioeconomic and transportation modeling centers around activity-based models, where the behavior of each person in an area is modeled. The MAG socioeconomic models are headed in this direction and there are plans to update the MAG transportation models using activity based modeling methods. In order to support the enhanced modeling efforts of both models, current base and projected socioeconomic data sets must be developed. A consultant project is needed to continue to identify, develop, and implement activity based sub-models using the AZ-SMART framework. Such models include school enrollment, temporal dimensions of employment, and detailed household characteristics.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Enhancements to current sub-models is essential for the development of a socioeconomic model that can adequately support an activity based transportation model.

Resources Required: \$100,000

Expected Outcome: Development of sub-models using the AZ-SMART framework.

Benefit to MAG member agencies: Activity data sub-models will be able to better support the transportation modeling and socioeconomic projections data requirements of MAG Member Agencies.

Benefit to the Public: Activity data sub-models will take advantage of the most advanced socioeconomic modeling techniques thus better supporting regional planning processes.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: AZ-SMART Enhancements - Employment, Classification, and Redevelopment

Brief Description: MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The objective of the AZ-SMART Enhancements Project is to incorporate a sub-regional model, database design, calibration, interface, and applications to tie in with current AZ-SMART work. Specific additional tasks that have been identified include:

- Modeling employment by industry and occupational classification
- Methods for modeling redevelopment and infill development.

Recommended by: This project is recommended by MAG staff and the Arizona Councils of Governments.

Mission/Goal Statement: Enhancements for AZ-SMART will assist in the development of employment projections by industry and occupational classification. This additional support for the second phase is essential for the development of a socioeconomic model that can adequately support the transportation and regional planning activities at MAG.

Resources Required: \$150,000

Expected Outcome: Extension of the AZ-SMART suite of tools to include information on worksite locations by industry and households by occupation as well as information on redevelopment activities.

Benefit to MAG member agencies: AZ-SMART will be able to better support the ongoing transportation modeling and socioeconomic projections data requirements of MAG Member Agencies.

Benefit to the Public: AZ-SMART will take advantage of the most advanced socioeconomic modeling techniques and projection needs thus better supporting regional planning processes.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: AZ-SMART Consultant Support for MAG

Brief Description: MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). Consultant support will be needed to provide detailed technical guidance, support on the transition and implementation, and testing for AZ-SMART.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The support provided by the consultant will ensure that the state-of-the-art components of SAM are replicated in AZ-SMART in order to support the MAG transportation model, and better enable member agencies to determine demands on infrastructure and services.

Resources Required: \$45,000

Expected Outcome: Support for the development and testing of AZ-SMART.

Benefit to MAG member agencies: AZ-SMART will enhance the current socioeconomic modeling capabilities at MAG. It will better support the data requirements for transportation modeling and other regional analysis.

Benefit to the Public: AZ-SMART will take advantage of the most advanced socioeconomic modeling techniques thus better supporting regional planning processes.

Draft MAG FY 2009 Work Program
Proposed New Projects

Information Services Division

Project Name: MAG Associate, Census 2010

Brief Description: MAG staff may need assistance in preparation for Census 2010. It is critical that MAG not only have adequate staff to continue to support existing and planned services and programs, but also be able to adequately address the needs that will be presented by Census 2010. It is possible that additional resources may be needed to provide this level of support in the coming year.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: MAG needs to be able to support MAG member agencies with adequate staff to address the needs that will be presented by Census 2010.

Resources Required: \$50,000

Expected Outcome: This MAG Associate will allow MAG to continue the high level of support for MAG member agencies.

Benefit to MAG member agencies: This MAG Associate will enable MAG to provide support to MAG member agencies as necessary, thus reducing the potential for duplication of effort. The Decennial Census count is used to distribute billions of federal dollars to cities and towns.

Benefit to the Public: The Decennial Census count is used to distribute billions of federal dollars to citizens in the MAG Region.

February 19, 2008

TO: Members of the MAG Regional Council

FROM: Jeff Romine, MAG Senior Regional Economist

SUBJECT: UPDATE OF ECONOMIC CONDITIONS IN THE MAG REGION

MAG member agencies are currently preparing next year's budgets and determining capital improvement priorities. To assist MAG member agencies in understanding state and national economic trends, an economic update is being provided.

The national and regional economies have experienced a significant shift during the past three to six months. The national economy has slipped into a slowdown, and may now be in a recession. Much has been written about the effect on financial markets and the housing industry resulting from sub-prime mortgage lending practices. While these results are both real and important at the national and local economic level, the more critical concern has been the performance of the general economy. This national economic slowdown is impacting the regional economy, state and local fiscal conditions, and the price and demand of construction commodities.

National Economic Update

On January 30, 2008, the U.S. Bureau of Economic Analysis released the latest estimated Gross Domestic Product (GDP). The estimated real economic growth was only 0.64 percent for the 4th Quarter of 2007, resulting in an annual real GDP growth of just 2.2 percent. Also last week, the U.S. Bureau of Labor Statistics (BLS) released monthly employment estimates which showed a net loss of 17,000 jobs in January in the United States. **If this job estimate is not revised upward in the coming months, this would be the first national job loss since August 2003.** The total job gain for the latest three months is just 125,000. This job creation compares to nearly 300,000 new jobs for the previous three months and 584,000 new jobs for the same three months last year. Additionally, the Federal Reserve Open Market Committee reduced the Federal Funds rate to 3 percent (and the Discount Rate to 3.5 percent) this month.

Many national economists and analysts have now revised their forecasts to reflect a national recession having begun within the last 90 days. These forecasts are currently showing the recession to lasting up to three quarters. A closer look at U.S. Bureau of Economic Analysis' GDP estimate reveals a weakness in consumer spending and capital investment. Capital investment has been primarily driven down by eight straight quarters of negative residential investment growth. These two parts make-up about 85 percent of the nation's GDP, and further emphasizes the severity of current economic conditions.

MAG Regional Economic Update

The health of the regional economy is generally measured by employment activity. The MAG region has enjoyed a sustained healthy economy with job growth averaging about 3.1 percent since 2000. Over the past two years, regional job growth reached 6 percent annually. The 2007 job growth returned back to the seven year average. However, last year's growth was not even across all sectors of the economy. As an example, the number of construction jobs has fallen by more than 20,000 since December 2006, a drop of more than 10 percent.

Retail spending is another closely watched barometer of economic activity in the region. Retail activity shows a slight reduction in overall spending in Arizona compared to a year ago. More detailed information is not yet available for the region, but a comparison between FY 2007 and FY 2006 for the region shows significantly slowed growth in two of the largest generators of transaction privilege (sales) tax revenues. The largest group, retail sales, slowed from a 15.5 percent annual growth in FY 2006 to only a 3.6 percent growth in FY 2007 in the region.

The regional economy may be able to avoid a regional economic recession, which is defined as negative job growth. General economic activity will be significantly lower than has been experienced since the 2001 national recession. The regional economy generally avoided the negative impacts of the last recession due to continued growth in construction and employment growth related to consumer spending. As these two key legs of the regional economy are likely to be affected in this national recession, it currently appears the duration of the regional economic slowdown may outlast the national slowdown or recession. It is now anticipated that the slow economic growth will continue well into 2009. A return to normal levels of job growth, housing activity (both starts and sales), and consumer spending will occur in 2010.

State and Local Fiscal Conditions

As has already been cited, a slowdown has occurred in retail and other aspects of the consumer spending in the State and the region. According to the Arizona Department of Revenue staff, revenue collections are down in the major revenue categories for the State; transaction privilege (sales) tax, individual income tax withholding, and corporate income tax. The combined impact is a reduction of 3.7 percent collections compared to same period a year ago. JLBC is suggesting a budget shortfall of \$970 million compared to the Governor's budget shortfall of \$1.15 billion for FY 2008, revised upward on February 15, 2008. The shortfall increases to \$1.73 billion for FY 2009 according to recently revised estimates by the Governor's Office, nearly matching the expected shortfall next year of \$1.7 billion projected by JLBC.

The impact of the revenue shortfall, and the resulting budget cuts, will impact State Shared Revenue and a number of programs for member agencies. State Shared revenues comes from four pools of money; Urban Revenue Sharing (Income Tax), Transaction Privilege Tax, Highway Users Revenue Fund (HURF), and Local Transportation Assistance Fund (lottery proceeds). Of these four sources, the first and last are already set. Urban Revenue Sharing will increase 6.3 percent, to \$727.7 million in FY 2009. Of the remaining two, the Transaction Privilege Tax sharing pool will likely fall one percent to two percent (to about \$485 million) in FY 2009 due to reductions in sales activity. The HURF pool is likely to grow slightly, as the tax is a flat \$0.18 per gallon and fuel sales will likely remain constant or grow. However, the Legislature and Governor have called for a portion of the HURF funds to be used to meet the budget of the Arizona Department of Public

Safety. Thus this portion of state shared revenues may be reduced by as much as \$106 million, from the FY 2008 budgeted level of \$382.1 million. In summary, State Shared Revenues may fall between five percent to eight percent due to the State budget shortfall and slowed consumer sales spending.

A number of member agencies have already announced layoffs and hiring freezes, as well as mandatory five percent across-the-board budget cuts. Member agencies are experiencing direct revenue shortfalls to meet general and capital improvement budgets. Many member agencies have reported building permits activity as low as 50 percent of 2005 and 2006 levels. Local sales tax collections are reflecting similar patterns as state collections. Some member agencies may experience even lower year over year sales activity and tax collections. An additional factor affecting consumer spending and tax collections is customer preferences for newer or more convenient retail center in their community or a nearby community. These new centers often capture a greater share consumer spending in a competitive marketplace.

Arizona and the region's community are now alone in having to address budget shortfalls. Twenty-four states are facing or about to face budget shortfalls, due to slowing or even falling revenue growth. California's budget shortfall is currently estimated at \$14-15 billion, or about 13 percent of the state budget. Nevada and Florida are estimating state budget shortfalls of about eight percent and six percent respectively.

Impact on Construction Costs

One of the benefits of a weakened economy is in the cost related to construction of public infrastructure, as well as private residential and commercial buildings. Over the past year, the Materials and Cost of Construction of the Producer Price Index has grown just 1.8 percent (compared to a ten percent annual increase in 2004 and a six percent annual increase in 2005). This cost index is made up of a number of commodities used in construction, and provides general insights to the changing costs to build buildings and infrastructure. As an example, cement prices have grown just 3.5 percent in the past year, and may begin to fall as shipments are down as much as 20 percent from the previous year. Another key construction commodity, fabricated steel, is up only 2.8 percent from the previous year. Overall, it is anticipated that the cost of construction for public infrastructure is likely to rise near or just slightly faster than general inflation. However, some commodities used may have higher levels of price volatility, such as diesel fuel prices and construction wage levels. The change in average construction wages may have as much to do with the loss of jobs as increased labor costs, causing a shift toward higher skills and experienced workers.

Looking Forward

The next two years will be a challenging period for many member agencies. Historically, the MAG region and Arizona have experienced faster rates of employment and income growth, leading to rapid growing tax revenues. In the 2001 national recession, the MAG region experienced little to no negative economic impacts, and was one of the strongest economic regions in the nation. A review of regional and state forecasts produced by many leading economic forecasters show strong economic and employment growth following this current economic slowdown. The MAG region is forecasted to more than double the nation's rate of job growth in the future. This job growth, combined with the traditional above average income growth, suggest both a very strong regional economy and growing member agency budgets.

If you have any questions, please contact me at (602) 254-6300.

February 19, 2008

TO: Members of the MAG Regional Council

FROM: Eric Anderson, Transportation Director

SUBJECT: DRAFT REVISED MAG HIGHWAY ACCELERATION POLICY

At the September 12, 2007 MAG Management Committee meeting, interested managers were requested to participate in a review of the MAG Highway Acceleration Policy. The working group of managers met on December 5, 2007 and January 30, 2008 and discussed and recommended revisions to the policy.

At the January 30, 2008 meeting, the consensus of the working group was to move forward the draft revised MAG Highway Acceleration Policy for consideration and adoption by the MAG Regional Council. The MAG Management Committee recommended approval of the draft revised policy. This item is on the February 20, 2008 agenda of the Transportation Policy Committee for action.

The recommended revised policy includes improvements and clarifications that bring the policy in line with Proposition 400 and should result in a more effective process. The revised policy includes following major changes:

- Incorporate the Transportation Policy Committee as the body that makes the recommendation to the MAG Regional Council.
- Clarification that the policy covers all freeway and highway projects that are included in the Arizona Department of Transportation (ADOT) Life-Cycle Program for the MAG region.
- A requirement to have a council resolution that shows support for the proposed acceleration before MAG takes action on the request.
- Replacement of the interest sharing formula with a fixed equal sharing of the interest expense between the jurisdiction and the regional freeway program.
- A requirement that MAG be party to the intergovernmental agreement between ADOT and the jurisdiction.
- A prohibition of using "below the line" earmarks to accelerate projects.
- Various minor wording changes.

The roster of the working group participants and the draft revised MAG Highway Acceleration Policy is attached for your consideration.

ROSTER

MANAGEMENT COMMITTEE ACCELERATION POLICY WORKING GROUP

At the September 12, 2007 MAG Management Committee meeting, interested managers were requested to participate in a review of the MAG Highway Acceleration Policy. Following is the list of those who volunteered to participate in the discussion:

Jan Dolan, Chair	City of Scottsdale
Charlie McClendon	City of Avondale
Mark Pentz	City of Chandler
Ken Reedy	City of Glendale
Brian Dalke	City of Goodyear
Chris Brady	City of Mesa
Tom Callow	City of Phoenix
John Kross	Town of Queen Creek
Jim Rumpeltes	City of Surprise

DRAFT MAG HIGHWAY ACCELERATION POLICY
January 30, 2008

PURPOSE: The completion of the regional freeway program and other state highways is key to the continued economic viability of Maricopa County by improving mobility and reducing levels of future traffic congestion. Regional cooperation is critical for expediting progress toward the goal of completing the regional freeway system and other important regional transportation projects. MAG recognizes that the freeway program must be in fiscal balance and that established priorities must be maintained.

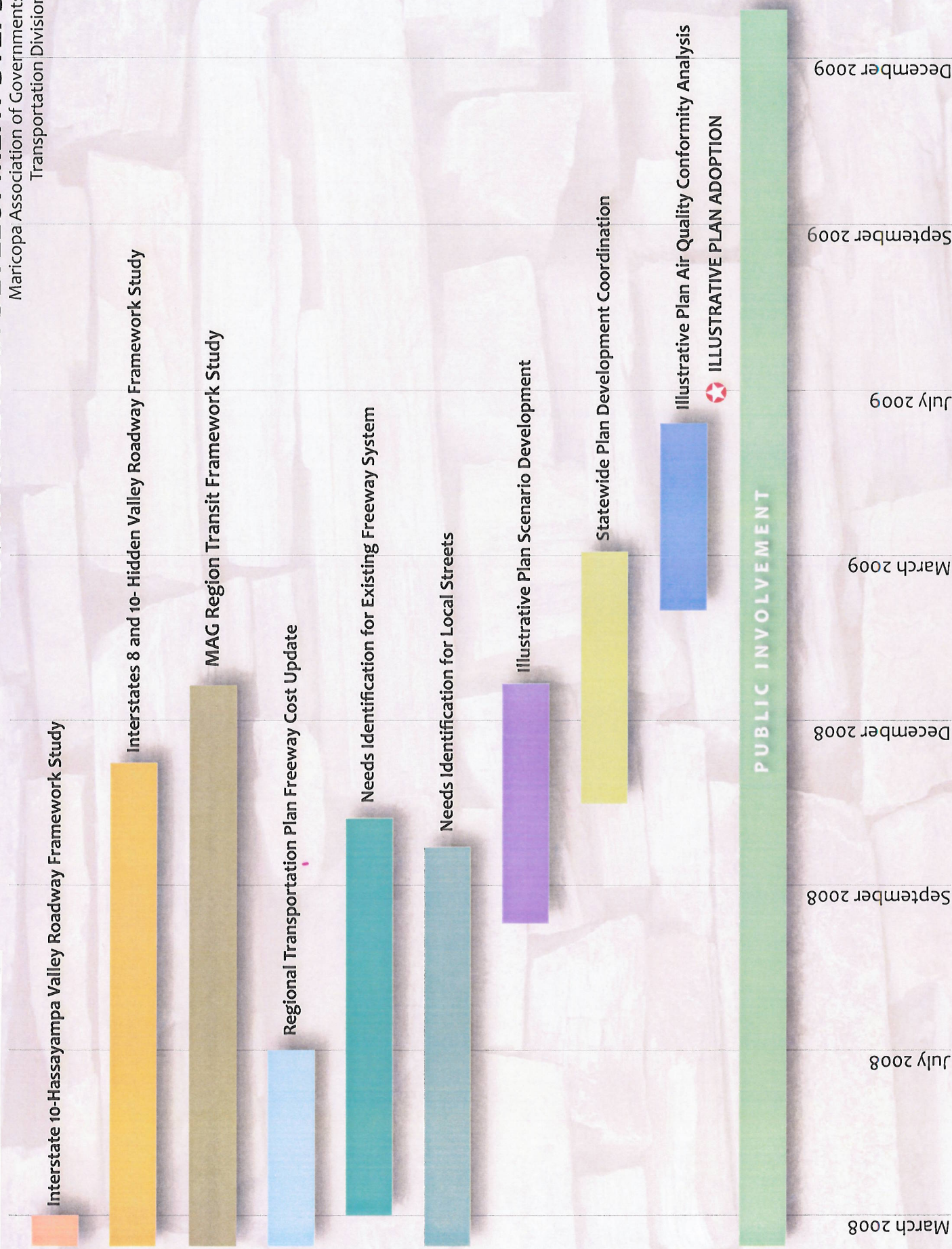
MAG recognizes that local jurisdictions may want to accelerate highway projects by providing the local jurisdiction's financial resources to the freeway program. Acceleration of specific highway projects benefits not only the affected local jurisdiction but also the entire region. To provide another source of financing that allows the acceleration of freeway construction in the region, MAG has adopted this Highway Acceleration Policy to ensure that any local financing is provided in a fiscally prudent manner so that other projects planned are not affected.

1. The Transportation Policy Committee will review any request to accelerate a highway project and will make a recommendation to the MAG Regional Council, which must approve or disapprove the acceleration request. The jurisdiction or jurisdictions requesting the acceleration (sponsoring jurisdictions) must provide a resolution of support and commitment for the request from the governing body of the jurisdiction before the Transportation Policy Committee and the MAG Regional Council take formal action.
2. Subsequent to the approval of the MAG Regional Council, the sponsoring jurisdiction(s) must enter into an agreement with the Arizona Department of Transportation (ADOT) that includes the parameters of the approval from MAG in addition to other terms and conditions required by ADOT. MAG shall be a party to the agreement to ensure it conforms to this policy. The agreement among the sponsoring jurisdiction(s), ADOT and MAG may include the option of reverting to the original project schedule under certain circumstances as long as all non-recoverable costs incurred or committed are paid for by the jurisdiction.
3. Eligible projects covered by the MAG Highway Acceleration Policy include all projects on the State Highway System that are included in the ADOT Highway Life-cycle Program for the MAG Region and included in the adopted MAG Transportation Improvement Program (TIP) or the MAG Regional Transportation Plan (RTP). Projects may include right-of-way acquisition, design, or construction.
4. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP ("below the line funding") are not eligible to be used to accelerate highway projects in the MAG region. Any previous commitments to provide local funding for highway projects included in the TIP or RTP should be maintained.

5. ADOT will continue to be responsible for all aspects of right-of-way acquisition, design and construction.
6. Local funding for enhancements beyond the elements included in the RTP or ADOT standards for other highway projects is not eligible for repayment.
7. Acceleration of a project outside a jurisdiction's limits should only be approved with the written agreement of the jurisdiction in which the project is located.
8. Coordination with adjacent jurisdictions is important to avoid adverse impacts. ADOT must consider the impact of project acceleration on other planned highway projects so that adverse traffic impacts do not result.
9. Fifty percent (50%) of the interest expense will be reimbursed by the jurisdiction and the balance will be paid by regional program revenues if it is determined that the program cash flow is adequate. Interest expense is based on the actual interest expense of the financing plus the costs of issuance, if any, or the imputed interest cost based on documented market rates if cash balances are used.
10. The repayment schedule of principal/project costs and interest reimbursement must follow the schedule as listed in the MAG TIP or the RTP. If projected program revenues are lower than expected, then the repayment schedule would be subject to delays or funding reductions in the same manner as any other project. If projected program revenues are higher than expected, then the repayment schedule would be advanced in the same manner as any other project.
11. No highway project, portion or segment in the adopted TIP or RTP is to be adversely impacted, delayed, reduced or removed as a result of the acceleration of another project, portion or segment. No highway project, portion or segment in the adopted TIP or RTP is to be adversely impacted, delayed, reduced or removed with respect to meeting air quality conformity requirements as a result of the acceleration of another project, portion or segment.

ILLUSTRATIVE PLAN DEVELOPMENT STEPS

Maricopa Association of Governments
Transportation Division



February 19, 2008

TO: Members of the MAG Regional Council

FROM: Jeff Romine, MAG Senior Regional Economist

SUBJECT: REPORT OF THE MAG INCARCERATION OF MUNICIPAL PRISONERS
STAKEHOLDERS GROUP

On Wednesday, February 13, 2008, the MAG Management Committee accepted the consensus findings and recommendations reported by the MAG Incarceration of Municipal Prisoners Stakeholders Group. Many of these recommendations are options for consideration by member agencies. The recommendations would be implemented by member agencies alone or in partnership with the Maricopa County Sheriff's Office. One primary recommendation is for the Maricopa County Finance Department to provide preliminary bookings and per diem rates on December 1st for the coming fiscal year, with final rates to be provided on February 1st of each year. Another key recommendation is to encourage the use of videoconferencing for adjudication of municipal prisoners.

On May 9, 2007, the MAG Incarceration of Municipal Prisoners Stakeholders Group was established by the MAG Management Committee to more fully examine the methodology used to determine the Maricopa County prisoner booking and per diem rates and explore possible cost savings options to the present system. The Stakeholders Group requested MAG staff to research primary cost drivers and provide rate projections.

Maricopa County Rate Study, FY 2009 Rates, and Primary Cost Drivers

The Stakeholders Group reviewed data and information provided by Maricopa County's Finance Department, Budget Office, and various departments of the Sheriff's Office. In addition, Maricopa County hired a consultant to review and suggest adjustments in the methodology for determining the booking and per diem rates for incarcerating prisoners in the Maricopa County jail. The rates are \$199.35 for booking prisoners and \$73.46 for per diem prisoner incarceration. These rates were distributed to member agency staff on Friday, January 25, 2008. Both rates rose above FY 2008 levels, but by more modest increases than have been experienced over the most recent past; the increases are 5.35 percent above the FY 2008 bookings and 1.56 percent above the FY 2008 per diem rates. The consultant's executive summary has been provided to member agency staff participating in the Stakeholders Group and is attached to this memorandum.

The Stakeholders Group researched and discussed the primary cost drivers causing the growth in the booking and incarceration rates. Based on the information presented, the primary driver has been the increase in personnel in staffing the expanded jail system. Additionally, some savings were realized from

the shift in health care allocation policy previously agreed between Maricopa County and municipal member agencies. During the past year, better costing information and increased use of Maricopa County Correctional Health Services have led to the increase in the booking fees from FY 2008 to FY 2009.

The projected fee increases over the next five years are expected to be about five percent to six percent per annum. These fee increases are expected to be driven by general increases in expenses, such as fuel, food, and utilities, and continued pressure on correctional officer wages due to labor shortages for public safety officers in the region and the western U.S.

Jail Capacity and Current Prisoner Population

While the Stakeholders Group was not charged to examine and project the potential need for additional jail space in the region, the Maricopa County jail system is running close to allowable occupancy on a regular basis. The capacity of the county jail system is about 10,000 beds, with 7,270 in hard beds (such as the 4th Avenue jail) and 2,792 in portable beds (such as 'tent city'). In 2007, the average overnight inmate count was 9,235. In the near future, increased focus will be needed on choices, such as increases in diversion and community-based supervision of charged and sentenced prisoners or increasing county or member agency managed jail space, to meet a growing prisoner population exceeding Maricopa County jail space.

Consensus Options for Consideration

The MAG Incarceration of Municipal Prisoners Stakeholders Group developed the following list of practices, approaches and information topics as options for consideration by MAG member agencies. A report with additional detail from the Stakeholders Group will be completed and available to member agencies. The MAG Management Committee recommends acceptance of these recommendations and findings.

- Provide draft booking and per diem rates and municipal usage counts on December 1st of the year prior to the start of the fiscal year (July 1st). Final rates and municipal bills provided on February 1st.
- Ensure appropriate staffs from each municipality are included in correspondence of the draft and final rate and billing information. County staff has provided its current mailing list to the Stakeholders Group, for review and additions by the City or Town Manager's office in each member agency.
- Continue to collaborate, and respond to inquiries, about the methodology and cost data associated with the setting of the booking and per diem fees. Maricopa County Finance Department staff has invited any member agency to participate in an informational audit. The City of Phoenix completed the last review in FY 2006.
- Encourage the expansion of the use of videoconferencing to adjudicate municipal prisoners in member agencies, and ensure adequate technological infrastructure to meet an increased demand for this program.

- Develop a cost/benefit analysis to understand the individual and collective savings which could be derived from a videoconferencing program for a typical community.
- Understand the impact and costs/benefits to a member agency of timing the adjudication of prisoners with multiple jurisdictional charges. Individual communities may lower community-responsible prisoner counts by coordinating charges and sentencing.
- Provide projections and information on the likely growth of booking and per diem fees over the next five years.
- Consider and provide information on the potential impacts from other community-based approaches for addressing the holding and sentencing of prisoners.
- Provide information on the changing and growing demand for facilities and programs to house and supervise prisoners in the future.

If you have further questions, please contact me at (602) 254-6300.

Fact Sheet9-1-1 Administrative Funding and Community Emergency Notification System9-1-1 Administrative Funding

In 1983, the Arizona Legislature enacted the telecommunications services excise tax for financing emergency telecommunications services (9-1-1). In 1997, wireless providers were included as telecommunications services and became subject to the emergency excise tax.

Title 41-407 allows three percent of the amounts deposited annually in the revolving fund to be utilized for necessary administrative costs. These funds provide personnel needed to maintain the wireless 9-1-1 routing.

In 2001, the monthly emergency telecommunications tax was set at \$0.37 with a provision to decrease to \$0.28 in July 2006 and further reduced to \$0.20 in July 2007. This decrease reduced the three percent administrative fund by 40% which does not support the personnel needed for wireless 9-1-1 routing.

HB2381 is not a tax increase for the emergency telecommunications revolving fund but a restructuring of the administrative funds from three percent to five percent. This restructuring will prevent losing essential personnel and prevent erosion of wireless 9-1-1 and its day-to-day operations.

Community Emergency Notification System

In January 2003, the Arizona Department of Environmental Quality (ADEQ) awarded a \$2.5 million contract to the Maricopa Association of Governments (MAG) and Qwest Communications to jointly develop and operate Community Emergency Notification System (CENS) for the Maricopa Region. The system rapidly notifies those in a specific geographic area with information and any required emergency instructions.

The MAG 9-1-1 Administration Office, through the Phoenix Fire Department, facilitated the implementation, user training, and public awareness campaign, and continues to administer the system. The MAG Oversight Team, through the work of the stakeholders group, developed the policies and procedures, which were recommended by the Management Committee and approved by Regional Council.

The system officially launched January 2004 and has been used to find missing children, notify citizens of police situations, utility outages, safety issues, fires and evacuations.

The financial support through ADEQ will fund CENS through March of 2008. The Arizona Department of Administration's (ADOA) 9-1-1 office agreed to provide three months of funding that will extend CENS until July 1, 2008.

Homeland Security and Arizona Indian gaming revenue sharing grants have been applied for as a temporary funding solution. The results of those grants are still pending. City of Phoenix staff is researching other funding opportunities to support CENS in FY09 including through the State budget process.

MAG Related Bills**BILL SUMMARY**

(48th Legislature – 2nd Regular Session)
Updated February 19, 2008

New Bills Noted in BOLD

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			TRANSPORTATION		
VLT Exemption; Seniors; Income-Based	SB 1020	Sen. Tibshraeny	Persons 65 or older who are eligible for property tax protection based on their income are also eligible for an exemption from vehicle license tax for one vehicle (but not for a motor home).	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: DP 1/15/08 Fin: FAILED 2/06/08 Rules: 1/14/08	
Transportation; HOV lanes; Hours	SB 1039	Sen. Harper	The times when the use of HOV lanes is restricted to vehicles of 2 or more persons become specified in statute as Monday through Friday, between 5am and 9am and between 3pm and 7pm. Current waivers for alt fuels are unchanged. [Effect is to extend the HOV lanes restriction by one hour in the morning. Current statute does not contain specific hours, leaving ADOT to establish restrictive hours by rule.]	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	Monitor/ Oppose
Transportation; HOV lanes; Hybrids	SB 1041	Sen. Harper	Hybrid vehicles may use the HOV lanes at any time if the vehicle has at least 45% fuel efficiency in combined city-highway fuel economy based on information provided by the federal government. Previously, hybrid vehicles could use the HOV lanes at any time if the federal government allowed it.	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	Oppose

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; ADOT; Private Entity	SB 1042	Sen. Harper	By December 31, 2009, the Arizona Department of Transportation (ADOT) must issue a request for proposals for a private entity to construct a toll road between the intersection of the Loop 303 and 75 th Avenue, and Prescott. Proposals must be submitted by June 30, 2010, and ADOT must award the contract by December 31, 2010. Various restrictions on private toll roads, including the requirement for private roads to be constructed only where reasonable alternative public routes exist, are eliminated.	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	Monitor
Planned Communities; Authority Over Roadways	SB 1058	Sen. Gray C	An HOA has no authority over any roadway, easement or other area owned by, under the legal authority of or dedicated for use by a government entity (regardless of any provision in community documents).	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Gov: 1/14/08 Rules: 1/14/08	Support
State Transportation Board	SB 1204	Sens. Hale, Arzberger, Blendu, Landrum Taylor, Miranda, O'Halleran, Rios, Reps. Ableser, Chabin, McClure:	Adds a representative of a tribal government to the state transportation board.	Senate 1 st Read: 1/28/08 2 nd Read: 1/29/08 <u>Committees</u> Trans: 1/28/08 Rules: 1/28/08	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Financing; Revenue Anticipation Bonds	SB 1276	Sen. Huppenthal	The State Transportation Board is authorized to issue revenue anticipation bonds. Issues may not carry maturity dates longer than five years. Of the proceeds, a maximum may be used for the following purposes: \$3 billion for capital improvements in high traffic corridors; \$3 billion for improvements to highways based on how the current traffic load compares with the vehicle capacity of the highway; \$3 billion to municipalities for improvements to streets and intersections; and \$3 billion to mass transit. A final \$8 billion is reserved for grants to persons who submit bids for transportation projects; awards go to projects that anticipate the least cost per passenger mile in amounts capped at \$160 million per project. A Transportation Finance Committee is created to recommend to the Transportation Board the source of taxation to be used to secure the revenue anticipation bonds.	Senate 1 st Read: 1/30/08 2 nd Read: 1/31/08 <u>Committees:</u> Trans: 1/31/08 Fin: W/D 2/13/08 Rules: 1/31/08	Monitor
Transportation Districts; Board Membership	SB 1415	Sens. Rios, Hale, Landrum Taylor, Miranda, Pesquiera; Sens. Aboud, Arzberger	Adds 4 new transportation districts (to 10 from 6) in the state. The new districts are Coconino County, Pinal County, Yavapai County and Yuma County (7-10 respectively). Changes the number and qualifications for members of the Transportation Board.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: 2/07/08 Rules: 2/07/08	Monitor/ Oppose
Toll Roads; Public Highway Authorities	SB 1420	Sen. Tibshraeny	Local governments are authorized to establish public highway authorities to construct toll roads. Authority revenue is not subject to taxation. Authorities may issue bonds and pledge revenues from the tolls to pay the bonds. Boards of directors govern the authorities, and make rules relating to toll collection and enforcement. Toll evasion is subject to a civil penalty of \$10 to \$150. Existing statutes relating to transportation project privatization (Title 28, Chapter 22) are repealed.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: 2/07/08 Fin: 2/07/08 Rules: 2/07/08	Support/ Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation; Innovation Partnerships Program	SB 1465	Sen. Gould; Sens. Harper, Huppenthal, Verschoor, Reps. Groe, Pearce	Makes several changes to statutes relating to transportation, including allowing for a motor vehicle fuel tax refund for motor vehicle fuel used in a motor vehicle operating on a transportation facility or toll road, repealing statutes relating to transportation project privatization are repealed and requiring the Dept of Transportation to establish the Innovative Partnerships Program for the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, management, repair, leasing and operation of transportation projects.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 App: 2/11/08 Rules: 2/11/08	Monitor
ADOT Continuation; Five Years	SB 1468	Sen. Gould; Rep. Groe, Sen. Harper	Statutory life of the Department of Transportation is extended five years to July 1, 2013. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DP 2/12/08 Rules: PFC 2/18/08	
Department of Transportation; Continuation	SB 1469	Sen. Gould; Rep. Groe	Statutory life of the Department of Transportation is extended ten years to July 1, 2018. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 Rules: 2/11/08	
HOV Lane Conversion; Toll Lane	SB 1471	Sen. Gould, Rep. Groe	By November 15, 2013, the Dept of Transportation shall issue a request for proposals for the conversion of the HOV lane on State Route 51 into a high occupancy toll lane and may issue a request for proposals for such conversion on any other highway in the state.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 Rules: 2/11/08	Oppose

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Light Rail Performance Audit	SB 1495	Sen. Gorman; Sens. Blendu, Gould, Gray L, Johnson, Biggs, Kavanagh, Nichols, Pearce, Yarbrough	If the portion of the Phoenix Metro light rail system referred to as the "minimum operating segment" is not operational by January 1, 2009, a performance audit shall be ordered conducted by a nationally recognized auditor with expertise in evaluating light rail systems. The audit shall be conducted 12 months after the segment begins operations. The cost of the audit shall be paid from county transportation excise tax revenue.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 Rules: 2/11/08	Oppose
Public-Private Partnerships in Transportation	SB 1498	Sen. Gorman; Sens. Blendu, Harper	The Dept of Transportation is authorized to use a variety of procurement methods to develop and operate "eligible facilities" (defined). Language exempting leases of facilities related to privatized transportation projects from the sales tax imposed on commercial leases is deleted. Requires 2/3 vote of each house for passage due to increase in state revenue.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: 2/12/08 Rules: 2/12/08	Monitor
Transportation; F.A.S.T. Lanes	SB 1503	Sen. Gorman, Sen. Blendu, Rep. Nichols	By July 1, 2009, the Dept of Transportation must issue RFPs for a private entity to construct "freeway acceleration and sensible transportation lanes" for which single occupancy vehicle users will be charged a fee. A variable fee shall be charged to "ensure unrestricted access" to the lanes by eligible vehicles, including those with two or more people, buses, EPA certified vehicles, etc.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: 2/12/08 Rules: 2/12/08	Oppose/ Monitor
States; Withdrawal; Federal Highway System	SCM 1009	Sen. Gould, Rep. Groe; Sen. Harper	The Legislature represents that the current federal highway system allows the federal government to mandate that states adopt certain policies or risk losing federal highway money, it and further represents that the system is "nearly bankrupt" and monies from the program will "diminish drastically" after 2009. The Legislature therefore urges Congress to enact legislation ending the current federal highway system or allowing states to opt out of the program and maintain their own roads.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: 2/12/08 Rules: 2/12/08	Support/ Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT Rule Revisions	HB 2049	Rep. McClure	Removes the authority of the Department of Transportation to make certain rules, including rules regarding priority programs and revenue bonds. Removes the authority of the director to adopt rules for the expenditure of monies in the state fund.	House 1 st Read: 1/14/08 House 2 nd Read: 1/15/08 <u>Committees</u> Trans: DP 2/07/08 Rules: C&P 2/19/08	Oppose/ Monitor
Toll Road Companies; Headquarters in U.S.	HB 2087	Rep. Biggs: Rep. Murphy, Sen. Johnson	A company with which the Dept of Transportation may contract to build a privately-operated toll road must have its corporate headquarters in the United States.	House 1 st Read: 1/16/08 2 nd Read: 1/17/08 <u>Committees</u> Com: 1/16/08 Trans: 1/16/08 Rules: 1/16/08	Monitor
Transportation Plans; Ballot; Mode Delineation	HB 2091	Reps. Biggs, Murphy, Sen. Gorman: Reps. Barto, Clark, Crump, Groe, Kavanagh, Sen. Johnson	A strike everything amendment to HB 2092 by inserting language from HB 2091 received DPA/SE from Judiciary on 2/07/08. State or county transportation plans that are submitted for voter approval must appear on the ballot which each mode of transportation and its costs clearly delineated. Voters must be allowed to vote yes or no on each transportation mode separately.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: HELD 1/31/08 Rules: 1/14/08 Jud: DPA/SE 2/07/08	Oppose

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Highway Project Advancement Notes	HB 2094	Rep. Biggs	Definition of excise taxes is expanded to include taxes imposed by a county, city or town (formerly, limited to city or town). Definition of highway project is expanded to include a transportation improvement plan of a regional association of governments	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: DP 1/31/08 CMMA: DP 2/12/08 Rules: C&P 2/19/08	Support
Transportation Districts	HB 2133	Rep. Rios	For the purposes of state transportation planning, if a county reaches 500,000 population, it becomes its own transportation district. [Capitol Reports note: currently of the six districts, only Maricopa and Pima counties are single-county districts; the other 13 counties are splint among the remaining four districts.]	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 WM: 1/22/08 Rules: 1/22/08	Oppose/ Monitor
Regional Transportation Authorities	HB 2164	Reps. Prezelski, Farley: Thrasher	A regional transportation authority may be established in any county that is a member of a regional council of governments (formerly, only a county with a population of 400,001- 1 million could establish a regional transportation authority). The executive director of the authority must reside in the geographic boundaries of the authority. If approved by the voters at a countywide election, the authority shall levy and the Dept of Revenue shall collect a transportation excise tax.	House 1 st Read: 1/16/08 2 nd Read: 1/17/08 <u>Committees</u> Trans: 1/16/08 CMMA: 1/16/08 Rules: 1/16/08	Monitor
Driving on Highways; Speed Limits	HB 2314	Reps. Sinema, Ableser: Reps. Campbell CH, Lopes, Meza	The presumed speed limit on highways outside urban areas (defined as an area with more than 50,000 persons) is reduced to 60 mph from 65 mph, for commercial vehicles, vehicle combinations weighing more than 26,000 pounds, and vehicles pulling a pole trailer that weighs 6,000 or more pounds.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 Rules: 1/22/08	Oppose/ Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Motor Fuel Taxes; Annual Adjustment	HB 2593	Rep. Prezelski, Farley, Gallardo; Reps. Campbell CH, Lujan, Sinema, Thrasher	Beginning January 1, 2010, motor vehicle fuel taxes and use fuel taxes are adjusted annually by the percentage change in the gross domestic product index factor for Arizona. The fixed 13-cent use fuel tax for vehicles transporting forest products ends on Jan 1, 2010, and is replaced by the adjusted tax rate as provided in this act.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees:</u> Trans: 1/29/08 App: 1/29/08 Rules: 1/29/08	Support
Development Fees; Public Transportation	HB 2665	Rep. Farley, Prezelski, Sinema; Reps. Ableser, Gallardo, Ulmer, Sens. Aboud, Aguirre	A municipality or county may assess development fees to offset costs associated with providing public transportation.	House 1 st Read: 2/04/08 2 nd Read: 2/05/08 <u>Committees:</u> CMMA: 2/04/08 Trans: 2/04/08 Rules: 2/04/08	
Highway User Revenue Fund Uses	HCR 2001	Rep. Campbell CH	The 2008 general election ballot is to carry the question of whether to amend the constitution expand the permitted uses of highway user revenues to include any transportation project (formally only highway and street projects were permitted).	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 CMMA: 1/14/08 Rules: 1/14/08	Monitor
AIR QUALITY					
Air Quality; Idling; Study Committee	HB 2043	Rep. Robson	As of 2/11/08 this bill is S/E: FY 2007-2008 state hiring prohibition. Establishes a 13 member Vehicle Idling Study Committee to consider the issues involved in developing a program to reduce the amount of pollution caused by unnecessary diesel engine idling. Sunsets on September 30, 2009.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> App: 2/11/08 Env: W/D 2/12/08 Rules: 1/14/08	

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Air Quality; Violation Reports	HB 2044	Rep. Robson	The annual date on which the county or special district officer in charge of enforcing air quality laws must submit a report to the governor and the Legislature regarding entities that have been issued an order of abatement or a renewal of an order is changed to October 1 from December 1.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Env: 1/14/08 Rules: 1/14/08	Monitor
Incinerators; Municipalities and Counties	HB 2135	Rep. Ableser	Counties and municipalities in air quality Area A (Phoenix metro) and Area B (Tucson metro) must limit the capacity of new incinerators in the jurisdiction and not increase the capacity of any existing incinerator within the jurisdiction.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor
Land Divisions; Water Requirements	HB 2144	Rep. Ableser	A county or municipality shall not allow land divisions of 5 or fewer lots, tracts, or parcels without a water supply as determined by statute.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> WA: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor
Emissions Testing; Motorcycles; Area A	HB 2280	Reps. Weiers JP: Reps. McLain, Nichols, Pancrazi	All motorcycles in the state are exempt from vehicle emissions inspection (formerly, only motorcycles in air quality area B – Tucson metro – were exempt). Does not become effective unless the EPA issues a vehicle emissions testing exemption for motorcycles in air quality area A (Phoenix metro) by July 1, 2010.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: DP 1/30/08 Trans: 1/22/08 Rules: 1/22/08	Monitor

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Clean Car Standards; No Idling	HB 2308	Rep. Sinema, Ableser; Reps. Campbell CH, Gallardo, Lopes, Meza, Miranda B	Requires the director of ADEQ to adopt the California Motor Vehicle Emissions Standards for passenger cars, light duty trucks and medium duty passenger vehicles. The Dept may adopt the Zero Emission Vehicle Program Regulations contained in the California Code of Regulations only in air quality area A or B (Phoenix metro and Tucson metro) as necessary to meet applicable air quality standards. The rules shall apply to new vehicles sold in this state beginning in 2009. The director shall adopt by rule standards for commercial vehicles and government fleets designed for a reduction in vehicle idling time of 80% by 2011 and 100% by 2016.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: 1/22/08 Trans: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Air Quality; Cumulative Modeling	HB 2543	Rep. Sinema, Ableser, Chabin; Reps. Campbell CH, Lopes, Sen. Landrum Taylor	The Dept of Environmental Quality is authorized to require applicants for an air quality permit to include modeling that considers the cumulative impact of particulate matter emissions from sources in proximity to the applicant's source.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees</u> Env: 1/29/08 Rules: 1/29/08	Monitor
Vehicle Emissions Testing; Onboard Diagnostics	HB 2725	Rep. Nichols	On request of an owner or operator of a vehicle, a vehicle that would otherwise be subject to an onboard diagnostic check shall be permitted to take a tailpipe emissions test without receiving the onboard diagnostic, and any vehicle that fails an onboard diagnostic check shall immediately be subjected to a tailpipe emissions test.	House 1 st Read: 2/06/08 2 nd Read: 2/07/08 <u>Committees</u> Env: 2/06/08 Rules: 2/06/08	Monitor

HUMAN SERVICES					
Domestic Violence; Definition	SB 1386	Sen. Tibshraeny; Sen. Gray L	Changes the statutory definition of "domestic violence" for purposes of the criminal code to exclude violence between persons residing together as roommates.	Senate 1 st Read: 2/05/08 2 nd Read: 2/06/08 <u>Committees</u> PSHS: HELD 2/14/08 Jud: W/D 2/19/08 Rules: 2/05/08	Monitor

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Deferred Presentment Transactions; Regulations	SB 1239	Sen. Blendu	Information in the annual license renewal application required to be submitted by payday loan companies (officially termed deferred presentment companies) is expanded to include (for the previous calendar year); the total number and dollar amount of loans, the annual average percentage rate, average dollar amount, average length of terms for loans, total dollar amount of fees collected, the total amount written off, and the total number of customers that entered into more than one loan transaction. The Dept of Financial Institutions is to aggregate the information and report to the Legislature and governor by November 1 every year. Laws authorizing payday loan transaction in the state, due to sunset on July 1, 2010 are extended two years to July 1, 2012. In session law, the Dept of Financial Institutions is to conduct a review by July 1, 2010, of information reported annually by the companies and of comparable loan rates and terms.	Senate 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees:</u> FIIR: DP 2/18/08 Rules:	Monitor
Payday Loans; Repeal Termination Date	SB 1492	Sen. Gorman	Sunset of statutory provisions authorizing payday loans (officially called the deferred presentment licensing program) is repealed, make the authorization permanent.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> FIIR: HELD 2/18/08 Rules: 2/11/08	Monitor
Payday Loans; Regulations	HB 2148	Reps. Ableser, Farley: Sen. McCune Davis	Various changes in statute aimed at regulating the payday loan industry, including prohibiting loans of less than \$3,000 unless done through chartered bank or thrift or otherwise permitted by law. Provides for various criminal and civil penalties.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees:</u> FII: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor

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Domestic Violence; Dating Relationships	HB 2374	Rep. Hershberger, Sen. Rios	Expands definition of “domestic violence” to include current or previous significant romantic or sexual relationships between the victim and defendant.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 <u>Committees</u> Jud: 1/24/08 Rules: 1/24/08	Support
Strangulation & Suffocation; Study Committee	HB 2545	Reps. Sinema, Gallardo, Lujan, Schapira: Reps. Ableser, Tobin, Sen. Tibshraeny	The Strangulation and Suffocation Study Committee is established to research strangulation or suffocation in domestic violence situations and make recommendations to improve law enforcement and judicial responses. The committee must submit a report to the Governor and Legislature by December 31, 2008. Session law only; no change to statutes.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees</u> Jud: 1/29/08 Rules: 1/29/08	Support

MISCELLANEOUS					
Prisoners; Incarceration; County Jail	SB 1136	Sens. Chevront, Gray C	If the length of incarceration in the Dept of Corrections a person will actually serve (the sentence minus time served) is 1 year or less, the person shall serve it in a county jail. The Dept of Corrections shall provide, medical and health services and psychiatric care and treatment only to prisoners incarcerated in the Dept of Corrections.	Senate 1 st Read: 1/23/08 2 nd Read: 1/24/08 <u>Committees</u> PSHS: 1/24/08 App: 1/24/08 Rules: 1/24/08	Monitor
Centennial Funding; Capitol Renovation	SB 1337	Sen. Flake; 60 others	Reallocates the \$2.5 million appropriated in fiscal 2006-2007 to legislative council as follows: 1) \$2,050,000 to the Historical Advisory Commission; and 2) \$450,000 to legislative council. Emergency clause.	Senate 1 st Read: 1/31/08 2 nd Read: 2/04/08 <u>Committees</u> App: 2/04/08 Rules: 2/04/08	
Public Private Partnerships; Written Agreements	SB 1398	Sens. Johnson, Blendu; Sens. Aboud, Gould, Gray C, Verschoor	Establishes regulations for partnerships between any state department or agency or any political subdivision of this state and a private entity.	Senate 1 st Read: 2/05/08 2 nd Read: 2/06/08 <u>Committees</u> Gov: DP 2/18/08 Rules: 2/06/08	Monitor

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Annexation; Cities and Towns	HB 2051	Rep. McClure	Authority of municipalities to annex territory in an adjacent county is expanded to include territory in more than one county.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> CMMA: 1/14/08 Rules: 1/14/08	Monitor
Emergency Telecommunica tions Services	HB 2381	Reps. Weiers, Gray L	The amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services is increased from 3% to 5% of the amount deposited into the fund annually.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 <u>Committees</u> NRPS: DP 2/06/08 Rules: 1/24/08	Support
Census; Precinct Line Freeze	HB 2793	Rep. McComish; Rep. Clark	County boards of supervisors are prohibited from changing the boundaries of voting precincts between August 1, 2008 and Jan 1, 2011, except to split a precinct for "administrative purposes" or to provide for more than one polling place within a district.	House 1 st Read: 2 nd Read: 2/18/08 <u>Committees</u> Jud: 2/14/08 Rules: 2/14/08	Monitor

Committee Legend:

APP	Appropriations
APP-	Appropriations -
APP-P	Appropriations – Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GR	Government Reform and Govt Finance Accountability
HE	Higher Education
HEA	Health
HS	Human Services
JUD	Judiciary
NRA	Natural Resources and Agriculture
NRRA	Natural Resources and Rural Affairs
NRPS	Natural Resources and Public Safety
PIR	Public Institutions and Retirement
PSHS	Public Safety and Human Services
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WA	Water and Agriculture
WM	Ways and Means

W/D	Withdrawn
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